

256 WAYZATA AND LAKE.





Official Journal of the

## MINNESOTA TRANSPORTATION MUSEUM, INC.

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### CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$6 per year charge.

### SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

### MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

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Jerry Leimer	

## MINNEGAZZETTE

## THANK YOU FOR YOUR GENEROSITY

-To **Byron Olsen** for his gift of Interstate Commerce Commission decisions dating from 1886.

-To **Gene Corbey** for his donation of a large number of streetcar interior hardware parts which will be used in completion of #1239 at Excelsior, including two absolutely virgin headlights (original paint still shiny) and two conductor signal bells taken from two 1100 series cars in the last days of Snelling Station.

-To **Bill Olsen** for his donation of two fare registers. Bill thinks one of these came from a boat. It registers tickets only. The other is a dual indicator which registers both fares and tickets. They're a square, small steel box with a small square glass face.

## CORRECTIONS & NEW INFO

**Eric Hopp** writes: "The unidentified EMC switcher on page 18 is a 600 hp SC powered by a Winton 201-A. The three radiator vents on each side, above the handrail, are unique to the pre-567 EMC switchers. The three radiator vents and the prominent sand box mark it as an SC or SW, but which is it? I believe SC, because a General Steel Casting logo is visible on the side of the stairwell below the "F". 42 SC's were built between 5-36 and 1-39.

Concerning the Jackson Street Shop meeting photo which appeared in the Spring issue, I'm not sure it is in either roundhouse. The roof construction is all wrong for the present roundhouse. It appears the rafters all run parallel, suggesting it may be one of the other shop buildings built to a rectangular plan."

## BOARD OF TRUSTEES

### November 1998

-Approved the dissolution of the Osceola & St. Croix Valley Ry. and its re-incorporation as a subsidiary of St. Croix Valley Rail Partners, Inc.

- Approved the deaccession of diesel locomotives #102, 103 and 104 and authorized **Nick Modders** to negotiate an agreement for their sale.
- Approved **Dave Ahlgren** as Railroad Division General Superintendent and extended congratulations and thanks to **Nick Modders** who has held the job for the last six years.
- In the absence of a contested election, declared **Jim Vaitkunas**, **Heather Worthington** and **Charles Barthold** elected to the three vacant seats. The terms run for two years.
- Approved Chairman **Mike Miller's** nominations of **Hal Johnson**, **Dave Kettering** and **Jerry Leimer** as non-voting Board members.

## NOTES

**Jerry Sexton**, part of the family that owns the *MinneGazette's* printer, is a graduate of Cretin High School. He called to borrow a photo of a Randolph-Hazel Park streetcar which was featured prominently in his high school reunion booklet, along with this text.

"This venerable Randolph-Hazel Park car carried thousands of Cretin cadets to their appointed rounds at the corner of Randolph and Hamline. It also carried us down West 7th and into St. Paul to places like the CYC, Bridgeman's, White Castle, Paramount, Orpheum and Bilbo's Pool Hall. It was then on the East Side if that was your destination. It has been computed that the average Cretinite spent 7.1416 hours per week riding streetcars and over 8 hours per week waiting for streetcars. (Remember the car roundups every hour at 7th and Wabasha starting at 12 Midnight?) This waiting does not include the down time caused when someone from Monroe or St. Thomas Academy would pull the trolley off the overhead power line."

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The City of Bemidji has purchased the town's large brick Great Northern depot. Beginning next spring it will be restored, then leased to the Beltrami County Historical Society to be their new permanent home.

**Front cover: On May 18, 1953, Minneapolis Filtration Plant Railway #1 is put away for the last time. TCRT's abandonment of the Columbia Heights streetcar line left the little electric railway without power, and it shut down. For the rest of the story, see page 26. Minneapolis Star-Tribune photo, Star-Tribune collection.**

**Inside front cover: The Wayzata waterfront was a bustling place in 1881, as multiple steamboats met the Great Northern to exchange passengers and freight. Lined up from left to right are the Hattie May, Minneapolis, Lotus and City of St. Louis, none more than three years old. Jacoby photo, Minnesota Historical Society collection.**

## LETTER FROM THE CHAIR

-Michael E. Miller

1998 has come and gone--and what a year it was. It always impresses me to look back over the last 12 months and marvel at all the accomplishments. This museum doesn't know how to stand still. It just keeps growing, year after year, at a rate that would seem unsustainable, but yet there it is.

### Traction

40,000 passengers rode the Como-Harriet Line. 1998 marked the completion of over \$200,000 of ISTEAFunded improvements to the Como-Harriet line. The car barn complex was expanded from a capacity of three cars to five cars. In the process the maintenance pit was lengthened, the ready barn was insulated, the isolated original barn was physically connected to the other buildings and all the entrances were rearranged. A new retaining wall was erected behind the car barn. Crossties were replaced and the track was raised and leveled. The pedestrian underpass was partially restored.

Three pairs of extremely hard to find powered trucks were acquired from Japan for use under #265 and, eventually, Mesaba #10. Meanwhile, the restoration of PCC #322 moved ever closer to completion. And the 2nd Annual Halloween Trolley surprised everyone by attracting huge crowds.

The Traction Division ended the year by assuming the leadership of the startup of the Excelsior Streetcar Line.

Even though they are separate divisions, Railroad and Jackson Street activities are starting to merge. 26,000 passengers rode the train at Osceola. Steamfest in the Valley was a blockbuster event that was reported nationally, as it featured the first triple headed steam in a half century, and the return of Soo Line 4-6-2 #2719 to the Dresser Sub. MTM finally acquired a road locomotive, GP7 #559, which also made the national press. A Reserve Mining caboose was added to the roster. Planning was completed for the first ISTEAFunded passenger car restoration, to begin in 1999. The Osceola & St. Croix Valley Railway was reorganized and reincorporated.

Funded by ISTEAF, a City of St. Paul Star grant, and the continuing generous donations of **Art Pew**, enormous progress has been made at Jackson Street. All the asbestos is gone. The parking lot, visitors entrance and



**Here's the present day scale house that replaced the original building at the Minnesota Transfer pictured in the Spring 1998 Minnegazette. Eric Hopp photo.**

internal offices and restrooms are complete. The first track was relaid in Bay D and equipment moved in. The garage has been mostly cleared out. The machine shop has been established in Bay B and the Bay C pit uncovered. The Rutledge Depot is restored and in place by the parking lot, as are two coaches which are also in mid-restoration. Three boxcars and the Russell plow have been repainted. The first exhibits are under construction. ISTEAF II planning is complete and ready to go for next year. And Congress appropriated \$750,000, which will pay for installing the turntable.

The Minnehaha hauled record loads, about 20,000 in all, and various new excursion options were tried. A major management reorganization was accomplished. The Excelsior Trolley car barn and overhead wire were completed, and car #1239 moved from Jackson Street to begin restoration.

Other notable events took place. At the annual meeting I presented the first Lifetime Achievement Awards to six very deserving members. We'll certainly do more of that. MTM's web page has been redesigned and much improved. **Charles Barthold** has begun to merge the merchandise sales for all operating sites, this on top of achieving record setting sales at Osceola. **Jim Burt** completed over 30 railroad oral histories. After my lament in the last issue about the lack of candidates willing to serve on the Board, I can happily say that shortage has been eliminated. We hosted the Minnesota Historical Society staff at Osceola, as we had the previous year at the Minnehaha Depot, Lake Harriet and Excelsior. It's fair to say our relations with MHS are better than ever. We're now part of historic preservation mainstream.

I look forward to a great 1999. Hopefully the PCC will enter revenue service (though probably late in the year). #265 will be refurbished and sporting new trucks. #78 will be running in service at Excelsior, while #1239's restoration moves along. First class service on car #A-11 will return to Osceola. The ISTEAF passenger car restoration will begin. Jackson Street Roundhouse will open to the public, as the "garage" over the turntable pit is removed and the turntable reinstalled.

All those things will happen and more. But they don't happen by themselves. I urge those of you who have not volunteered before, or who have not recently, to join the 250 members who regularly donate their time. If you don't have the time, please contribute financially to the project of your choice. Every dollar counts. And to those who have volunteered and donated money, services and materials--we couldn't have done it without you.

Finally, I need to mark a few volunteers who have given, and will continue to give, truly extraordinary service to the Museum.

**Louis Hoffman** has served as General Superintendent of the Traction Division for the past nine years, served on the Board of Trustees from 1990 to 1996 and, while on the Board, served as Legal Counsel, Treasurer, Chair of the Elections Committee, and Chair of the By-laws Committee. He was also the Chair of the ARM (Association of Railway Museums) Convention Committee at the time of its convention here--a convention that was called "the best ever." Louis will continue to serve the Traction Division as General Agent (special projects).

**Nick Modders** agreed to return a couple years ago for a repeat performance as General Superintendent



of the Railroad Division. During that time, the Railroad Division has taken huge steps forward. The Division has solidified organizationally, and revenue has gone from typically having almost nothing left at the end of the season to being ample enough to begin financing the restoration of some of our tired equipment and the purchase of a "new" locomotive. Nick has also had primary responsibility for our relations with the railroads and for FRA compliance- and has done a superb job in both areas. Nick also served a number of years on the Board of Trustees and has chaired the Elections Committee for the past three years.

In addition, a number of people have gone off the Board this year and deserve thanks for all their good work:

**Russ Olson** has served as Treasurer for the past two years, has overseen the transition to a new accountant and has established our financial reporting and accounting on a level commensurate with the growth and complexity of the Museum.

**Morten Jorgensen** has served as Vice-Chair of the Board and has consistently brought a calming attitude and attention to detail to the deliberations of the Board.

**Dick Fish** has just completed many years of service on the Board in representing the interests of the Railroad Division and redrafting the MTM bylaws.

**Bob Torkelson** has brought a wealth of organizational knowledge to the Board and his contributions will be missed.

**Dick Heine** served on the Board for the past year and brought a solid perspective to board discussions as well as representing the wide range of his activities with the Railroad Division.

We are all deeply grateful to these people- so let them know that their efforts are appreciated when you run into them.

## TRACTION REPORT

-Louis Hoffman

### Thanks for the ride

This will be the last of 33 Traction Reports I have written during the nine years I have had the privilege of serving the Museum as General Superintendent of the Como-Harriet Streetcar Line. I want to take this opportunity to thank all the good people who have served on the Board of Trustees, especially Chairmen **Aaron**

**Isaacs, John Diers, and Mike Miller**, who have supported the Traction Division's activities, the Traction Division's many dedicated, loyal, and highly talented volunteers - more than 100 fine individuals - far too many to name here, the membership, and our loyal passengers for their support of our volunteers and the programs of the Como-Harriet Streetcar Line.

### The new General Superintendent

The new General Superintendent of Traction is **Jim Vaitkunas**. Despite being a new member and a recent volunteer, Jim's good sense and hard work have been felt in all areas of Traction Division management, primarily in the Overhead Wire, Physical Plant, and Transportation areas. Jim has served as Overhead Wire foreman, overseeing not only ongoing maintenance of the overhead wire, but also numerous improvements as well. He has been active in a wide variety of other Physical Plant Department activities too. Starting out as back-up crew caller, he has served as Acting and Interim Superintendent of Transportation, capably overseeing the scheduling of regular operations and several important special events, most notably the wildly successful Halloween Trolley. In addition, he serves as Assistant General Superintendent. In that important role, he has been of great assistance to me on a wide variety of special projects and has been the Traction Division's point man with respect to the Excelsior Streetcar Line.

### The Halloween Trolley

The second annual Halloween Trolley was an overwhelming success. Scheduled to operate from 5:30 to 8:30 p.m. on Friday and Saturday, October 30 and 31, Friday operations finally shut down at 9:00 p.m. Saturday was a bit quieter - many children were trick-or-treating around their homes. A total of 1,217 passengers rode on both nights, 702 on Friday (64 passengers per trip) and 515 on Saturday (43 passengers per trip). The token count (everyone over age 12) for both nights was 593.

When I arrived with the Cat-in-the-Hat (my son Ben) at a little after 6:00 p.m., two full cars had already left - and there were at least two carloads waiting. Within an hour, the line extended the full length of the platform and down 42nd Street to Lake Harriet Parkway - an hour wait! Yet nearly everyone waited. Finally, we began permitting standees and decided to run beyond 8:30 p.m. to accommodate all passengers.

I had hoped for 600 passengers over both nights - we carried more than 500 in the first two hours and doubled the hoped-for amount.

Thanks to **Jim Vaitkunas** for preparing the special operation orders, running the rehearsals and training, and overseeing operations (the operation was completely after dark) and to impresario **Bill Graham** for a fine show. On Friday, the operating crew included **Carl Barthelmy** and **Brian Hayes** (fine actors themselves) aboard the car, **Dave Irely** and **Hilmar Wagner** on the platform, **Tom Beaumont** in the station, and **Karl Jones** as starter. On Saturday, it included **John DeWitt**, **Dave** and **Betty Culver**, and others. See the rest of the cast on page 10. We also thank the Star Tribune for adding information about this special event to our regular Friday and Sunday listings and in its website and Halloween Hotline, the St. Paul Pioneer Press for including information about Halloween Trolley in their October 8 "Hit List of Horror," and Twin Cities Sidewalks for including information in its website. And a special thanks to the many members who stopped by for the ride who pitched in to help with the overflow crowds and to our neighbors, many of whom asked to be included in the planning for next year.

### Winona #10

A new streetcar? And a more complete collection? Keep your fingers crossed.

Remember Winona Railway and Light Company #13, a photograph of whose well-preserved body appeared on Page 4 of the Summer 1998 Minnegazette? It's actually WR&L #10. A steel single-trucker, it was built in 1914 by the St. Louis Car Company as part of an order for four cars, #9-12 (#13 was part of an order for four similar, slightly larger steel cars, #13-16, built in 1916). It served Winona until 1938 and ran the last trip on the Winona system. You can't see #10 in Electric Railways of Minnesota, but you can see some of its sisters.

The car is stripped but intact - and in good condition because of an additional roof built over it. And unfortunately, the owner sold it to a Winona lawyer who, at least right now, isn't interested in donating it to the Museum. He understands why we want it and that, in our hands, it would be properly preserved, restored, and operated for the benefit of the public. But he's not prepared to part with it. But discussions continue. And that's a good sign.



**Karl Jones cleans one of the Japanese Brill 27E trucks. John Prestholdt photo.**

#10 would add an important element to our regional traction collection - a newer steel single-truck car and a representative from one of Minnesota's smaller systems. Unlike #78, which represents the first generation of electric streetcars, before carbuilders thought to build larger, more powerful double-truck cars, #10 was built in the steel car era for a smaller system not needing larger cars. And it represents Winona, while all other cars in the fleet represent the Twin Cities and the Twin Ports.

So why attempt to acquire #10? It's a rare artifact in great condition for which we can acquire the other parts needed for restoration. It fills an important gap in the collection. While this acquisition wouldn't truly complete our collection, it would make it "more complete." There are other cars out there. But most are not easily attainable. The owner of the body of a very rare Mankato car never returned calls or answered letters. We no longer know the whereabouts of Grand Forks single-truck car #114 featured in the spring 1994 Minnegazette. There's Fargo single-truck Birney #123 in an Old Spaghetti Factory restaurant in St. Louis. And the Duluth lightweight is available - for sale. These would be important additions to the collection as well. But Winona #10, if available, is by far in the best preserved condition.

And what of standard cars? We currently operate the two best-remembered versions, the TCRT "one-man, two-man" car and the Duluth one-man rebuild. #1239 will be restored as a gate car in Excelsior. And we'll retain #1496, which can be restored as a

steel-sided car. That leaves only the front exit gate car missing from our collection. And, of course, early versions of the TCRT standard design. All our cars date from 1907 or later. Several years ago, two 150-series Duluth cars, built right after the turn of the century, were available, having been converted into a store in Cromwell. But the bodies had been so altered that we deemed restoration too difficult.

Overall, we must also remember that we have limited track on which to operate and limited car barn space at both exhibit sites. And storage space for

non-operable equipment is at a premium too. An urban exhibit site offers great advantages - namely lots of people close at hand. But it has its drawbacks - we can't fill up acres of land with rare artifacts like many of our sister museums because we don't have those acres and don't own the land on which we operate. All things considered, with or without #10, we have a collection, operational and otherwise, that is not complete but very representative of electric railways in Minnesota. Thanks to **Russ Olson** for contributing to this report.

### **We get letters Department**

Another example of the rewards we reap for going the extra mile. With only weeks left in the season, I received a telephone call from a parent of a Fulton School first grader. Could we do a charter, including a carbarn tour, before the end of the season? And could we provide a bus? With ten days' notice, we did. Thanks to **Mike Miller** and **Hilmar Wagner** for joining me on the streetcar crew and **Fred Beamish** for driving #1399. The reward? A poster-sized thank you note from the students and two drawings of our streetcars. The poster read: "Dear Street Car Line, Thank you for letting us come and visit. We had a good time. We learned a lot." There were about half a dozen parents on the trip, and don't you think we'll get a lot of good word-of-mouth advertising out of this.

And we got a nice note from members **Bob and Kirsten Jacob** of Sheridan Avenue South with their

### **Renovation of #265 began by removing the seats. Note the floor wear. Aaron Isaacs photo.**





Linden Hills Depot." The article describes the scenic route, warns owners of skittish dogs about the under-the-bridge whistle, and our universal admonition to keep your various body parts inside the windows on account of close-in branches.

#### Annual Appeal update

The 1998-1999 Annual Appeal, and other miscellaneous donations, have brought in \$11,975 from 76 members and 57 memberships, including matches from three foundations, two independent donations from one foundation, and donations from three friends of the Museum. A special thanks to 48 donors for foregoing their premiums, allowing all of their donations to be used to benefit the streetcar line.

New donors since the last Minnegazette are: **Alfred and Dorothee Aepli, Earl and Bettye Anderson, Jim Anderson and Mary Quirk, Dr. and Mrs. Carl Barthelemy, A. J. (Tony) Bauman, Lyndon B. Benson, Lawrence J. Beyer, Nicholas Boyd, Bruce Brunette, Robert and Anna Butler, John Cartwright, Con-Tek Machine, Inc., Nora, Owen, and Sarah Farley, Richard and Carol Fish, Roger Forman, Fox River Trolley Museum (in exchange for surplus parts), Dewey Hassig, James P. Hassing, Richard Hesse, Louis Hoffman, Ray and Ruth Hopper, Aaron Isaacs, George J. Ittner, Bob and Kirsten Jacob, Melanie Jensen (in memory of Al Jensen), Clark Johnson and Nona Hill, Forrest E. Johnson, Ruth E. Jones, Gerald Kackman, James J. Kalaher, Richard Kasseth, Marvin E. Krafve, Brian J. Krynski (in memory**

**of his mother, Elaine Bravis Krynski, a frequent TCRT and CHSL passenger), Thomas McLaughlin, Steve and Jan Mitchell, Robert V. Mehlenbeck, Dick Niemiec, John E. Nordale, the Onan Family Foundation (second donation of 1998) Andrew T. Papulas, John and Kathy Prestholdt, Fred Raiche, Gerald W. Robertson, Raymond A. Rossberg, Frank and Judy Sandberg, Andrew Selden, Philip C. Settergren, Terry E. Shima, Clyde H. Stephens, Dennis and Ruth Stephens, matched by Alliant Techsystems, Peter Swenson, matched by Alliant Techsystems, Peter Throckmorton, Betty Tisel, David Ven Huizen, Sven A. Wehrwein, and Stephen M. Wright.**

Thanks to all of you - especially those who have increased their support or made substantial donations for a second year in a row. This is the kind of strong support that we need from our members and especially our volunteers. We're closing in on our total of more than \$13,000 from last year. And nearly 800 members haven't yet made a contribution. Just think - if every member that hasn't contributed yet this year gave only \$5, that would be \$4,000 and our total would top \$15,000. With your help, we can reach and exceed last year's grand total - how about that \$15,000 this year? And please remember, it's never too late to give. Although donations are now too late to be tax-deductible on your 1998 income tax return, it's not too early to start planning for your 1999 return!

#### General Services Department

Here are the final ridership statistics for 1998:

#### 1998 Ridership Statistics

	May	June	July	Aug.	Sept./Oct.	Total
<b>Passengers</b>	5,732	7,411	10,585	9,115	7,056	40,659
<b>Tokens</b>	3,770	4,836	7,343	6,270	4,680	27,899
<b>Trips</b>	314	410	454	440	421	2,029
<b>Psgrs/trip</b>	17	18.1	22.1	19.7	16.8	
<b>Tokens/trip</b>	12	11	.8	16.2	14.3	11.1
<b>Charter psgrs</b>	402	396	547	461	364	2,170
<b>#78</b>	34	273	0	0	0	307
<b>#265</b>	5,698	3,585	9,845	3,116	0	21,295
<b>#1300</b>	0	3,949	1,689	5,999	7,420	19,057

#### Del Bergstrom and Jan Homan masking #322 for striping. George Isaacs photo.

generous donation to the Annual Appeal: "As members of the MTM we enjoy riding the trolleys with our two-year-old all summer. We also enjoyed the 'Haunted Trolley.' The whole crew did a fantastic job. They did a good job at keeping the line moving. Keep up the great work!"

#### It's a dog's life

There's a group or magazine for everything. We were recently contacted by the publishers of Doggone, "The newsletter about fun places to go and cool stuff to do with your dog." They had heard that dogs were permitted to ride on the Como-Harriet Streetcar Line. Sure enough, the November/December 1998 issue had an article entitled, "A Minneapolis Streetcar to Desire" that noted that after a long walk with Spot, you can rest aboard "a cheery yellow antique streetcar at the

While not a banner year (another stormy and wet June, together with storm damage, didn't help), it represents a rebound from last year's disastrous figures, caused by the second wettest June in recorded history and major park construction from late July on. Together with a modest fare increase, Halloween Trolley revenue, and a good response from the membership to the 1998-1999 Annual Appeal, our work at Lake Harriet goes on with the strong support of our members, friends, and volunteers. MTM's merchandising guru **Charles Barthold**, creator of the stores at Osceola, has taken over management of the store at the Linden Hills Station. Already, we've seen numerous new items test-marketed. Look for more interesting things to come - and please remember to support your Como-Harriet Streetcar Line by making purchases at the Station Store and by mail when the annual catalog comes out. Many thanks to Charles for lending his magic touch to the Station Store.

#### Mechanical Department

At the rate **George Isaacs** and his crews are proceeding, revenue operation of PCC #322 in 1999 are a definite possibility. Therefore, in late December, #322 gave up her spot in the heated maintenance bay to #265. #265 had her seats removed before the move and, once safely ensconced in the warmth of the maintenance bay, will have her floor stripped and refinished. Much other work will be done. As we prepare for major work on #1300 that may take her out of service during the season, we want #265 to be ready. As spring approaches, #265 will receive its new trucks and #1300 will move into the maintenance bay for its preseason inspection, plus some work requiring use of the pit. We also hope to get some work done on the speeder and the tower car. Many thanks to **Karl Jones** for overseeing the work.

#### Motor Bus Department

We are working on a new agreement with Metro Transit. And I hope it will lead to an influx of Metro Transit employees as new volunteers for all aspects of the Department's operations. Look for details in the next Minnegazette. Thanks to Metro Transit, its General Manager **Art Leahy**, and our own **Aaron Isaacs** for making this possible. Thanks also to Department stalwarts **Fred Beamish** and **Chris and Heather Worthington** for keeping bus operations going during the lean years.

And thanks to our drivers, **Fred, Jim Otto**, and Railroad Division pinch-hitters **Dick Fish, Burt Foster**, and **Morten Jorgensen** for their help in 1998.

#### Physical Plant Department

It was a busy year. **Roy Harvey**, as always, kept the buildings and grounds clean and tidy. **Mike Buck** and **Bill Graham** were a tremendous help in this area. And, of course, **Karl Jones** and his helpers tended the station garden. Overhead wire crews, led by "Electric" (not Chairman) **Mike Miller** worked all season as well, starting with major repairs necessitated by the storms of May. Another major project was the extension of the retaining wall behind the carbarn (remember that it collapsed when the foundation was being installed for the carbarn extension several years ago). The City of Minneapolis required us to extend it to better protect the Linden Hills Boulevard bridge.

The Park Board's underground channel connecting Lake Calhoun and Lake Harriet may be built next fall. State funding won't be available until the state's new fiscal year begins on July 1. And the Park Board will need to match the state funds. So look for fall 1999 at the earliest. The good news is that the channel will be tunneled under our track and won't disrupt operations. Other Park Board news:

Park staff removed all branches within 15 feet of the overhead wire from the carbarn to 42nd Street. Two trees near the carbarn that are dead or dying will need to be removed to allow the maintenance barn lead to be realigned were de-branched in preparation from removal. And, as this report was written, crews were working north towards Lake Calhoun.

The overhead wire crews, led by Acting Foreman **Mike Miller** (who, incidentally, spent just about every Saturday and then some at Lake Harriet), were busy. Much of their work focused on tree trimming to reduce the risk of branches interfering with the overhead - a precursor to the Park Board's major removals last fall - and numerous other projects to keep the overhead where it's supposed to be. Aluminum numbers now grace each pole, replacing the painted numbers, which had faded badly.

Volunteer crews didn't do much work on the track. Not enough members volunteered to make real progress. But they did almost complete rebuilding the north siding switch and did numerous spot repairs. The timing of trackwork in 1999 will be determined by whether some unexpected TEA-21 federal money is available. The Minnesota Department of Transportation is taking one-time only proposals to use up some unexpended dollars, and we may qualify for some of it. Stay tuned.

In the meantime, make sorely needed



Set onto the track at Lake Calhoun, the newly delivered Japanese trucks traveled to the carbarn under their own power, using a generator and welder as a power supply. **Jim Vaitkunas** on the flatcar is the motorman, as **Russ Olson, John Kennedy, Karl Jones, Lyndon Benson, Roy Harvey** and **John DeWitt** look on. **John Prestholdt** photo.





**The newly finished PCC roof with all hardware installed. George Isaacs photo.**

track work possible - volunteer for track work, make a donation to the Annual Appeal, or both. It won't get done without the support of the membership, either as volunteers or as donors. Also, does anyone have a line on donated ballast - fractured limestone or granite, 3/4 to 1 1/2 inch? If so, please call **Scott Heiderich** at (651) 645-3333. We're also looking for the donation of a new lawn mower and two new weed whips. Again, if you can help, please call Scott. Thanks to **Scott Heiderich** and **Mike Miller** for contributing to this report.

#### PCC status report

- George Isaacs

Progress on the PCC continues, but we are not as far along as we had hoped. I won't bore you with the reasons for missing our goals, things just happen.

That is the bad news, now for the GOOD news. All of the parts that go on the roof are in place. Yes, the trolley pole is installed and carries 600 volts of electric power into the car. It was our goal to get the motor-generator set to operate but other unexplained events kept it from happening. The M-G set is

the key to checking out the braking and propulsion control systems.

The front windows, as well as many of the side windows have been installed. About one-third of the lower masonite panels are in place. We have gotten a few of the window operators (hand cranks) to work, but much more has to be done before all are working.

The car exterior is now completely striped with the moss green thanks to the efforts of **Vern Bonneville**, **Delbert Bergstrom** and **Jan Homan**, three Metro Transit people. Vern also applied the Twin City Lines "shamrock" herald to the door side. Thanks to **Jim Williams**, master sign painter, for applying the numbers "322" in gold leaf on the headliner of PCC streetcar. Each year, Jim also applies the name on the bow and stern of Minnehaha. It is a pleasure to see professionals at work and doing a first class job. A word of warning, be damn careful when carrying ladders and anything else made of metal along the sides and ends of the car! You don't want to be the one who puts the first scratch on that beautiful finish.

**Neil Howes** has gotten the two pivot leaves of the front door, plus the gong and horn, to operate from the motorman's dashboard gang switches.

In addition to the scheduled Saturday morning and Wednesday night sessions, we now have a regular Tuesday gang consisting of **Phil Settergren**, **Jerry Olson**, **Roy Harvey**, **Neil Howes** and myself. The Saturday crew are still the mainstays.

The PCC car was moved into the ready barn in mid-December so that #265 can occupy the maintenance barn and receive new trucks and much other needed work. Working in the unheated ready barn will harken us back to the winter days restoring #265 in the old Como freight car repair shop. We hope we can get the car enclosed so that the 5 kilowatts of electric heat in the PCC plus other heaters will allow us to continue. The inconvenience will slow us down, but the move is necessary.

#### Merger of Safety and Training and Transportation Departments

The Traction Committee merged the Safety and Training and Transportation Departments at its November 21 meeting. The departments had been historically separate because each area, long before they had both been officially created as departments, had been headed by different persons. Historically, most transportation entities combine the two functions because safety and training is integral to safe and efficient operations.



## Halloween Trolley

Other beings haunted Como-Harriet tracks this Halloween. As car #1300 with lights off backed to a stop under William Berry Bridge, a young woman pounded on the doors seeking to hide from pursuers. As she tried to conceal herself among the passengers, a ghost, a werewolf and a vampire snarled and roared as they searched for her, vaulting across seat backs and beguiling the women passengers. In a short while, the spooks would find the young woman and chase her from the car into the darkness. The conductor would start the car and resolutely announce, "...and we're not stopping until we get all the way back to Lake Harriet Station!"

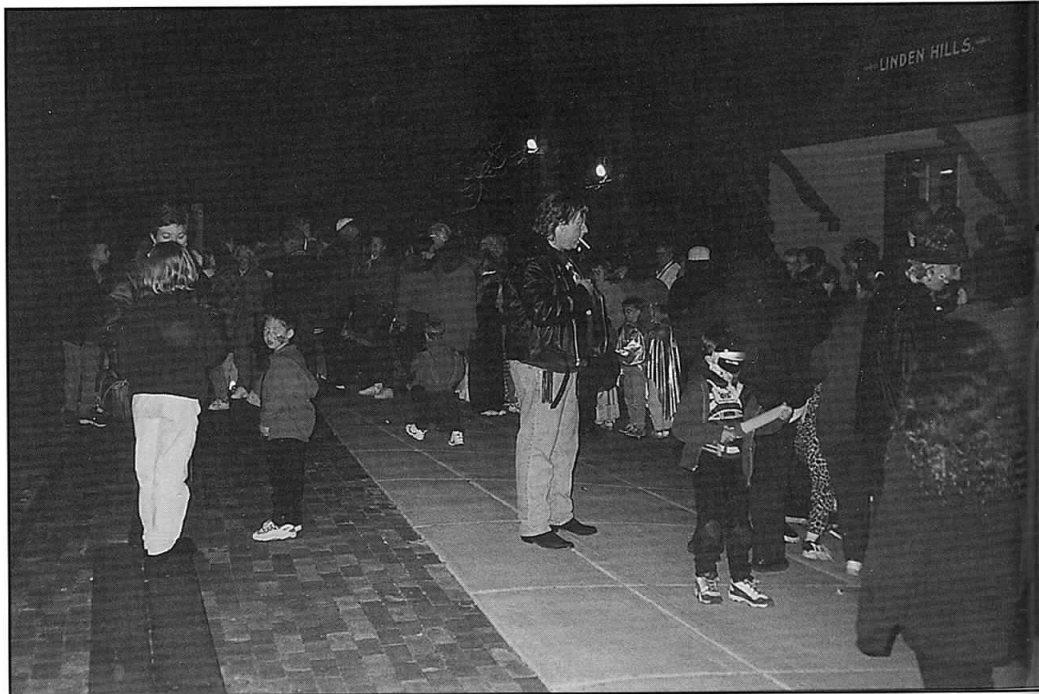
Between car hauntings, the under-the-bridge crew dined on hot dogs, cocoa and munchies while tending the smoky fire to keep warm. Precisely on cue, Paradise Pizza of West 50th Street delivered a large, veggie pizza in pitch darkness to the middle of William Berry Bridge. There starving Thespians intercepted and devoured it, leaving the

**Crowds await the Halloween Trolley.**  
Louis Hoffman photo.

**The Halloween Trolley was a huge success. Danny Brink-Washington and Matt Froemming chase their intended victim through the car after it stops under the William Berry bridge. Bill Graham photo. Dave French as the Lost Motorman. Louis Hoffman photo.**

delivery man to escape in his car. Issa Baker and Matt Froemming, eighth-graders from Minnesota Transitions Charter School, and Danny Brink-Washington and Jennifer Koons, twelfth-graders from Minneapolis

South High School planned the costumes, makeup, and skits, which varied throughout the evening. Thanks also to Mary Kay Elling, who provided encouragement over the long evening and logistical support (food).





## RAILROAD DIVISION REPORT

-Dick Kolter and Erik Brom

Activity on the railroad division slows somewhat during the winter but many valuable and useful things happen. Train activity is limited to moving a few cars of freight each week. This is the season for maintenance of equipment and recognition of those volunteers who have worked hard during the past months. Planning for the next season and assigning individuals to positions is also being completed.

### Railroad Division Annual Meeting

The Railroad Division's annual meeting was held at the Jackson Street Roundhouse on November 14, 1998. The first item of business was reports by board members and project coordinators. Chief Mechanical Officer **Paul Dalleska** briefly outlined work projects on the equipment that are planned for the winter months. The A-11 car will receive the major emphasis so it can be put back in first class service during the next operating season. Marketing manager **Pat Kytola** circulated a list of comments that she had compiled from the cards turned in by passengers after they rode the trains. The large majority of the comments were very favorable. She reported that the passenger count was down from the 30,000 of last season to 26,611. She explained that since the Amery track has been taken out of service we were unable to run any special trips in that direction like we have in previous years. That loss probably accounted for part of the attendance drop. However, because of a small increase in price the total amount of revenue was higher than ever at \$219,316.34. Safety and Training Director **Morten Jorgensen** reported that the bi-annual rules classes would be held during early 1999. Saturday sessions are planned every two weeks until the test on February 27. This time the hands-on training for new people will be held at Osceola using the regular equipment. This should make more realistic training for these new recruits. Train crew members will have to follow certain activity guidelines this year to remain qualified. We don't plan to keep inactive people on the roster anymore because the number of expensive drug tests we are required to make is based on the total roster count.

**Noel Petit** discussed the progress of the work being done to return the

Jackson Street Roundhouse to its original configuration and open it to the public as a railroad museum. In addition to the building, several pieces of railroad equipment have been restored to presentable condition and will be displayed. The opening is scheduled for May of 1999. The opening will feature a visit by Thomas The Tank Engine and rides will be offered. He also discussed the four year plan which includes reinstalling the turntable where it once was. Trainmaster **Dick Heine** briefly discussed train operations for the preceding year. He said that freight traffic continued at a moderate pace even though we had thought that it was going to decrease. A large percentage of this year's freight revenue came from hauling scrap material out of Dresser from the removal of the track to Amery.

**Tim Tuggle**, who is in charge of the A-11 project, said the goal is to make the open platform business car operational for the 1999 season. Much of the work will be exterior and that the wheels are OK. **Charles Barthold**, who is in charge of the stores, reported sales of \$42,000 which was \$7000 over budget. He discussed the Volunteer Bucks program where volunteers earn credit at the store by volunteering their services. He also presented a multi page report listing the individual items sold at the store and the quantity sold.

**Morten Jorgensen** conducted the elections for four board members and a new superintendent. Elected to the board were **Tim Tuggle**, **Dick Heine**, **John Oliver** and **George Bergh**. In the election for superintendent **Dave Ahlgren** was nominated and elected by acclamation.

### Annual Recognition Banquet

The Railroad Division's second annual recognition banquet was held on December 4, 1998 at the Hillcrest Center in St. Paul. Everyone who volunteered at some time during the preceding year with the railroad division was invited to attend. Guests were given a choice of entrees and a short recognition program was held. About 75 people attended. **Dick Heine** started the presentations by introducing the speakers who gave the awards. Comments and awards were made by **Dave Ahlgren**, **Morten Jorgensen** and **Nick Modders**. MTM Chairman **Mike Miller**, was in attendance and spoke highly of the volunteers who have worked to bring the division up to respected condition it is in today. The most significant awards were plaques that were given to **Larry**

Now, with a vacancy at the helm of the Transportation Department, we took the opportunity to examine whether there was a good organizational reason to keep them separate or whether we should take the opportunity to merge them. The new combined Transportation Department will be headed by **John Kennedy**, currently Superintendent of Safety and Training. In addition to his responsibilities overseeing the entire department, John will be responsible for overseeing crew calling as Chief Crew Caller and aboard-the-car training and inspection as Chief Instructor. **Dave Culver** will be Rules Examiner and will handle classroom training and examination. **Jim Vaitkunas**, who has served ably as Acting and then Interim Superintendent of Transportation, will continue to plan and oversee special operations.

It was a busy season for the Safety and Training Department. Superintendent **John Kennedy** had his capable hands full in his first season on the job, overseeing two training classes, recertification, retraining, and training on #78.

Welcome to new motormen **Carl Barthelemy**, **Dave French**, **Dave Irey**, **Mike McWilliams**, and **Terry Warner**. There are four others who began training in 1998 but did not complete it. We look forward to welcoming them in 1999 at Lake Harriet and Excelsior, along with a large number of friends from the Lake Minnetonka area who started but didn't complete training in 1999. Thanks to **John Kennedy** and **Jim Vaitkunas** for contributing to this report.

### Minnehaha Depot

We're working on a long-range plan for the Minnehaha Depot, about which we hope to meet with the Minnesota Historical Society (the Princess's owner) and Minneapolis Park and Recreation Board (the owner of Minnehaha Falls Park). The handful of people who currently staff the depot can't do all of this alone. Can you help with this plan? Will you help by staffing the depot, giving our few stalwarts a break? How about helping with maintenance and restoration or developing exhibits? If you can help, please call **Louis Hoffman** or volunteer using your Traction Division survey.



Kytola for always being available to lend a hand at Osceola; **Dick Heine** for being trainmaster and leading some projects; and **Nick Modders** who retired as division superintendent after a total of six years of service in the very difficult position. Recognition certificates were given to several other individuals who have worked tirelessly on several different projects or who have served in some position for a long time. Receiving these awards were **Tim Tuggle**, **Jan Edstrom**, **Dennis Johnson**, **DeSmith Lindeen**, **Phil Wellman**, **Eric Hopp**, **Richard Kasseth**, **Morten Jorgensen**, **Dick Kolter**, **Erik Brom**, **Mike Gamble**, **Donna Heine**, **Charles Barthold**, **John Oliver** and **Larry Schulte**. All volunteers in attendance were presented with a service lapel pin and a voucher that can be used at the division's store. The value of the voucher was determined by the number of hours of service that had been documented during the year. It is known, however, that many people did not want to record the time that they put in volunteering. Newly elected Superintendent **Dave Ahlgren**, was introduced and briefly discussed his visions for the future of the organization. Retiring Superintendent Nick Modders, spoke in an historical tone about the events he witnessed during his tenure in office. He did a

nice job of explaining why we are doing some of the things we are doing today. The whole Osceola operation is an example. A social hour followed the presentations.

#### Nick Modders

It would take many pages to list what long time superintendent **Nick Modders** did for the good of the railroad division over the years. Most people know of the more obvious things he did and they always knew he would listen when they had some concern. Many of Nick's more significant accomplishments were completed behind the scenes with few members ever realizing what he was doing. He always had a way to get the attention of the railroad officials, and government regulatory officials, that have to approve almost all of the things we do on a regular or infrequent basis. When he had occasion to call these people he did not have to tell them who he represented, they knew. He, probably more than anyone else, has to be given the credit for making our railroad the professional organization it is.

#### Winter work

After the last operating day of the season some of the equipment at Osceola was run back to Jackson Street for maintenance. The newly acquired

**During Steamfest, a trainload returns to Osceola from Dresser. Aaron Isaacs photo.**



**The OSV is wheelchair accessible, thanks to this electric powered lift. Eric Hopp photo.**



locomotive #559 and old standby #105 pulled the little train consisting of cars #2604 and #1213 on October 27. Some work will also be done on the cars left at Osceola. One of the main projects this winter will be work to resolve the nagging problem of inadequate toilet facilities on the train. See other articles for more details on the work for the winter.

### Board meetings

New superintendent **Dave Ahlgren** has announced that the plan for board meeting during the 1999 years is for a meeting on the third Thursday of the month. The first item on the agenda for every meeting will be time set aside for members to speak to the board. This will be a time for members to comment on any subject without an appointment. As always any members are welcome to attend board meetings. They will be held at the Roundhouse.

## JACKSON STREET NEWS

- Eric Hopp

Autumn brought a change of colors and a flurry of activity to Jackson Street. Rolling stock was repainted for exhibition, the office and shops got a make-over, and many preparations were made before old man winter arrived.

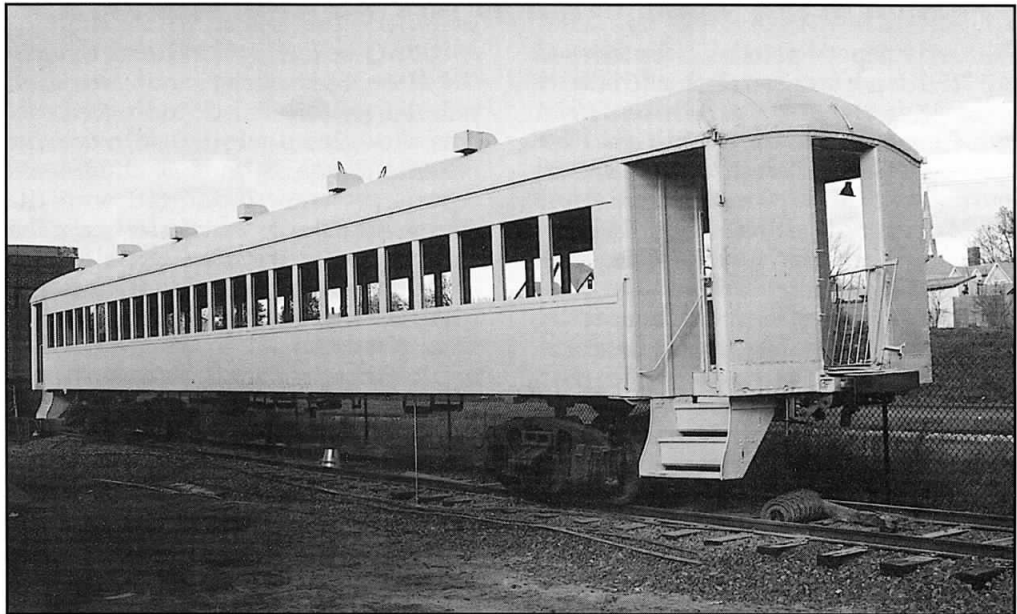
### Building renovation

ISTEA phase I appears complete. In late October/early November the steps and ramps were finished and the general contractor took down their "construction site" sign. A final walk-through was scheduled for December 2nd. Planning for ISTE II got into full gear. This phase will accomplish:

- Gas heat for Bay C and Bay D.
- Electrical work in Bay C and relocation of electrical feeds which are currently in the garage.
- Sprinkler system upgrade to meet AAR clearances and relocate mains out of the garage.
- Storm sewer separation.
- Demolition of the garage which the post office built on the turntable site.
- Construction and installation of replica roundhouse doors. (None of the originals survived intact.) An early estimate to reproduce the original 1907 design is \$16,000 a pair. We will install as many as we can afford. The remaining openings will be filled with temporary walls. The Railroad Division provided a prioritized list of



Contractors are restoring the Rock Island coach and DSS&A RPO that will greet the public next to the parking lot and the Rutledge depot. Eric Hopp photos.



electrical needs for Bay C (the bay with the drop table, 25-ton overhead crane, intact exhaust ventilator, and inspection pits).

We predict bids for ISTE II will be accepted from mid-July through the first week of September, and construction will begin shortly thereafter. Our Chief Mechanical Officer, **Paul Dalleska**, contacted the manufacturer of the Bay C drop table. They are still in business, and graciously provided drawings of the 1949 original. This suggests they could build another, giving us the capability to swap out entire six-wheel trucks or single axles.

United Products, the construction supply company who owns the former Robin Hood grain elevator nearby donated 1200 feet of Great Northern pound rail, ties, and a switch. This is the

same rail type used in the roundhouse. The donation will save about \$40,000 in ISTE III construction costs, enabling more track construction than we initially thought possible.

### Public museum

The opening date for the museum is set for May 1st, 1999. This will open exhibits on the east side and in Bay D to the public. It will be the first step towards a living history museum which will combine the Railroad Division's equipment maintenance activities, exhibits of our more historic, less operable pieces, a short excursion, and static displays into a historic railroad shop experience.

On the east, the steps and ramp are finished, the parking lot partly redone to correct an elevation problem, and the



**Three boxcars are being repainted and relettered. This is Frisco #19424. Wanda Sims photo.**

Rutledge depot's paint job was touched up. The depot also has electricity now.

Inside, **Sharon Hanson** has been working hard on an exhibit area for children. **George Bergh** and **Noel Petit** assembled and painted numerous display panels donated by Ramsey County. Noel has nearly finished a maintenance of way exhibit. The tools on display were largely donated by **John O. Oliver** (John Oliver's father). A semaphore is being cleaned and assembled by **Phil Wellman**. **Bob Hawkins** and **Bill Marshall** are working on the signal and Operation Lifesaver exhibits. **Warren Olson** is providing much needed assistance on the NP #1631 Caboose.

**John Wickre**, a professional researcher formerly employed by the Minnesota Historical Society, has been hired to comb the MHS archives for blueprints, photos, and other records for use in the exhibits. His work is well appreciated.

A display of railroad shop wrenches has been donated by **Mel Krugerud**. The donation was arranged by **Larry Kytola**.

Thank you to the Steamboat Division (especially **Lori Hammond**) for providing several glass-topped, glass-front display cabinets. They will be very useful in either exhibits or the store.

### Rolling stock

Museum exhibit funds have also benefited nine pieces of rolling stock:

- Northern Pacific Russell snow plow #30 was repainted earlier. It will be lettered when warm weather arrives next spring.

- CB&Q boxcar #41236 (until recently BN #199625) has been sandblasted and painted its original Chinese Red. BN was thoughtful enough to mark the original road and number underneath when cars were repainted, and the Chinese Red was computer-matched from a spot on the hand brake rigging which the Cascade Green missed. Lettering will wait until spring. Inside, **Dick Kasseth** has constructed another of his robust shelving units for neatly storing spare parts.

- Frisco boxcar #19434 was sandblasted, repainted, and relettered in the same scheme it wore before. It looks really sharp. Inside is another new shelving unit made by **Dick Kasseth**.

- Frisco boxcar #19424 was sandblasted and repainted. Lettering will wait until spring. (These three boxcars had been partly painted yellow for a commercial, hence our desire to repaint them first.)

- A Fairmont speeder was sandblasted and painted for display inside as part of the Maintenance of Way exhibit.

- Northern Pacific caboose #1631 has had window and exterior work done by **Warner Wellman** and has been repainted by **Noel Petit** and **Sharon Hanson**. Lettering will be done next spring.

- Rock Island commuter coach #2529 (sister to #2604 and #2608 at Osceola) is being restored by Stiles Construction and Len Nelson Painting using Cultural Star grant money. The interior and windows were removed with **George Bergh's** help. At this writing, it has been sandblasted, primed, and

painted, and repair of weak flooring is under way. A modern 110-volt breaker box was cleverly concealed inside the existing electrical cabinet.

- The wooden Duluth, South Shore, & Atlantic RPO/Express/Baggage car - we believe it to be their #101 - is also being restored by the same contractors and funding. They have replaced the roof, all the siding on the south side, and done extensive repair work on the north. It also has electricity. This car was recently Soo Line work car #1474 and sat unprotected at the arsenal for many years.

- Lake Superior Terminal & Transfer NW-2 switcher #101 had batteries installed and was test run by **Noel Petit**. The plan was to repaint #101 with exhibit funds, and then keep it at Jackson Street as a shop switcher/exhibit.

Other newsworthy rolling stock events:

Dan Patch #100 runs again! **Phil Wellman** took a real interest in this early MTM restoration, which has not run since 1987. He recruited **Mike Gamble**, and together they got it running. The main engine first ran Monday October 19th. A week or two later, it moved under its own power for the first time in a decade. **Keith Skeivik** was at the throttle. It needs a little more work, namely a paint job, repair of leaks in the radiator, and a larger battery box. This historic locomotive was long believed to be the first internal-combustion locomotive to use an electric transmission. (In fact, it narrowly missed the honor.)

Streetcar #1239 departed for Excelsior on Tuesday, November 24th. This was the last piece of rolling stock stored in the garage, and it will be restored for operation in the new Excelsior carbarn. **Bill Graham** coordinated the move.

In October, **Karl Jones** led a team in moving two of the "new" streetcar trucks to Lake Harriet, where they will be placed under Duluth Street Railway #265.

Also in October, MTM accepted the donation of a Reserve Mining caboose (see photo on page 20). It arrived in primer gray, and is being repainted red with a black roof. Color was matched to traces of red found under the primer. Inside it had been modified for use as an office or cabin. Its road number is not known. Anyone with information on Reserve Mining cabooses, please contact **Noel Petit**.

Chicago, Burlington, & Quincy doodlebug #9735 is finally moving to Jackson Street. It has been stored for years at the Minnesota Commercial roundhouse, grounded with a cracked



frame, missing coupler, and brake problems. A generous matching grant from **Art Pew** has enabled its repair so it may travel to Jackson Street on its own wheels. Research of its history reveals it was built by Pullman and EMC in 1929, re-engined with a 400 hp Lima-Hamilton diesel in 1949, and was the Q's last operating doodlebug in 1967. It was painted Pullman green. The cab was red (not Chinese - instead it was, in fact, the same red as the Santa Fe Warbonnet!) and had three horizontal yellow bands. It was based out of the Galesburg, Illinois roundhouse, and has been photographed pulling six freight cars. Inside are RPO and baggage compartments. Passengers were accommodated in a trailing coach, often a stripped doodlebug of earlier vintage. While rare today, doodlebugs were once a common solution to mandated passenger service on unprofitable routes. On the Burlington, they were conceptual and technological ancestors of the Pioneer and Twin Cities Zephyrs. EMD got its start building doodlebugs.

By early December, NP #328 was about half ready for its annual flue extension inspection.

October 27th, the GP7 #559, SW1200 #105 and coaches #2232, #1213, and #2604 arrived from Osceola. Burned out #102 was left behind. By early December repairs and improvements had begun in earnest.

Great Northern business car #A-11 is being readied to provide first class service in '99. It will have all-new window glazing, overhauled air conditioning, and two toilets.

In September MTM acquired a wooden Pullman carbody and the ends of a wooden Barney & Smith car. Last known as the Night Train, they served as a bar and restaurant on Como Avenue by Minnehaha for years. The exteriors are in rough shape, but inside are some nice looking woodwork and a lot of hard to find hardware.

MTM has a new Fairmont speeder. **Phil Wellman** is readying it for service at Osceola next year. **Bob Gross** and **Mike Gamble** helped fabricate and repair parts.

### Shop & office

After the asbestos abatement this spring, the shop had no ceiling. So it may be heated efficiently, **Art Pew** had it replaced. He also had the shop rewired. New lighting was installed. We now enjoy standard 51 foot-candles of illumination. Provision was also made for our re-using the old fixtures in the new locker room, old locker room, the

stock room, and the clean shop. Enough outlets were installed to eliminate stringing extension cords. **Bob Gross** has spent many hours straightening, welding, smoothing and polishing bent and broken lathe handles.

Volunteers helped with demolition of the old, damaged conduit, including **John Oliver, Eric Hopp, Paul Dalleska** and **Dick Kasseeth**. If you are interested in helping out at Jackson Street, we can now offer a spacious, well-lit, warm place to work.

The office had also been vacated for the asbestos abatement. **Eric Hopp** led a crew in patching holes and repainting. **Chuck Dahl, John Peters, Randy Martinson, Dave Ahlgren, Paul Dalleska, Phil Wellman, Mike Gamble, Bob Gross** and **Dick Kasseeth** all helped get it ready before winter arrived.

We are working hard to improve the organization of maintenance activities. Before each work session, a work list is sent out which details projects under way, tools/skills required, and whether it may be done in a heated area. If you have either fax or e-mail and would like to receive this list, please contact Jackson Street Yardmaster **Eric Hopp** at (651) 351-5524 or [eric.hopp@diasorin.com](mailto:eric.hopp@diasorin.com). A copy will also be posted in the office. **Charles Barthold** has volunteered to provide weekly highlights on the MTM member information line, which may be heard by calling (651) 228-9412. We also hope to publish this in the Railroad Division newsletter, the Semaphore.

If you've never visited the Jackson Street Roundhouse, or it's been a while, please stop by any Saturday between 9:00 and 6:00 or Thursday evening. The roundhouse is on Jackson Street and Pennsylvania Avenue, just north of downtown St. Paul. The member entrance is just west of Jackson Street, and passes under the bridge to the roundhouse. We'd love to give you the grand tour and show you all the changes that are under way.

## EXCELSIOR REPORT

-Bill Graham

### Operating season wrap up

Minnehaha's last public operation ran on the weekend of October 10-11. Two cruises were operated each day lasting two hours each. In warm, humid weather more like summer than fall, all the trips ran with near full loads. On, October 17, Minnehaha operated two 2-hour cruises for MTM members and guests. At the end of the day,

Minnehaha tied up at **Bill Niccum's** dredge yard on the west edge of Excelsior where the next day she would be hauled out of the lake for the winter. There, her water and waste tanks were emptied, and the crew had made sure they used up nearly all the fuel oil from the bunkers.

Minnehaha comes out of the lake much like other boats. A big trailer, about 65 feet long and riding on 22 large tires, is equipped with two tall guide posts at the rear and a V-shaped centering post at the front. This helps the crew to center the boat while the trailer is invisible under water. The work began early Sunday morning, October 18. **Jeff Jensen** used his army tank retriever to pull the boat trailer out of the building and position it at Niccum's deep water ramp. **Don Cox** used Niccum's front end loader to set a huge block of concrete ballast into the box of the tank retriever. Several members armed with saws patrolled the HCRRRA trail to cut overhanging branches which would brush Minnehaha as she passed. **Mike McWilliams**, his son **Matt** and **Steve Peterson** prepared to handle lines from the dock where Minnehaha was tied. By loosening the lines fore and aft, a bracing northwest wind would shove Minnehaha directly over the submerged boat trailer when the time came. **Bob Johnson** and **Gene Partyka** used a tiny row boat with a minuscule outboard to nudge Minnehaha into position. **Pete Weir, Don Cox, Tom Ambrose** and **Neil Heminger** wrestled the nearly 40-foot drawbar into position. This let the tank retriever push the trailer into water deep enough for Minnehaha to be positioned directly above it. Jeff had secured a cable loop from the tank retriever's front winch to a 'deadman' buried in the ground about 100 feet ahead. The winch pulls the whole consist up the ramp and out of the water.

Between the dock crew paying out their lines and the proddings of the little tug boat, Minnehaha quickly was maneuvered into position over the trailer. Pete attached a steel cable from one of the tank retriever's winches to Minnehaha's bow. This ensured that boat and trailer would move ahead at the same rate. On cue, Jeff started the front winch, and slowly a narrow red stripe of bottom paint appeared at Minnehaha's bow just below her waterline. The stripe grew and lengthened as the winch pulled, and soon the bow was above the water. When the last of the trailer's wheels were out of the water, Jeff had to re-position the winch and to replace the long drawbar with the normal shorter one. At this

point, the crew scrambled to place stones and logs behind the trailer wheels since Minnehaha was perched precariously on a steep ascending grade. With the trailers' front wheels off the ground, the boat looked as if she wanted to settle back down on her haunches.

Using only its double dual wheels for power, the tank retriever walked the mammoth boat around the corner, up the ramp onto the HCRRRA trail, and onward to the boat building. Before shoving the boat into the building, **Ross McGlasson** and the crew power-washed Minnehaha's bottom using equipment borrowed from the Lake Minnetonka Watershed District. By 1 p.m., the crew was setting the permanent jacks under the boat trailer, coiling up the hose, and preparing to head home to watch football on TV.

Work sessions on Minnehaha are held Saturdays during the winter. Window sash, decking, moldings and upper deck benches all require work to be ready for next summer. Crew training classes will be scheduled in February and March. Interested members should contact acting superintendent **Lori Hammond** at 474-2115 for information. Volunteers are always needed and welcome.

On November 7, the Steamboat Division held its annual meeting and dinner at the Minnetonka Country Club, attended by about 75 members. Division council chair **Roger Carlson** served as master of ceremonies, and **Jim Ogland** presented awards to the volunteers. The Excelsior office staff led by **Shirley Livingston, Barb Thompson,**

**John Love, Cliff Brandhorst** and others were recognized for their massive contribution of time staffing the office and managing ticket sales. Newly appointed captain **Dr. Bob Johnson** received a special award as the division's most valuable new volunteer. **Virgil Behounek**, who shows up at all hours of the day and night to fix mechanical problems in Minnehaha, also received special recognition.

#### Excelsior Streetcar Line progress

Completion and acceptance of the new building was expected by about mid-December. Work to be finished over the winter includes building a storage mezzanine over the workbenches, wiring the building for power and lights, constructing workbenches and storage shelves, and installing tools and power equipment. Wednesday evening and Saturday work sessions will be held throughout the winter. Members and visitors are invited to attend, and lend a hand in rebuilding #1239, a real Twin City Rapid Transit gate car.

On October 14, **Don Cox, Tom Ambrose, Cliff Brandhorst** and **George Ittner** built a 150-foot tie retaining wall along the track where the shoulder was too narrow. After sinking over a dozen ties into the ground vertically, they set horizontal ties two and three high to hold the track ballast in place. This work related to the track installation, but since it was not covered by the contract, it fell to MTM volunteers.

MTM'er **John Anderson** installed plumbing for the new carbarn lavatory. John provided drawings and much leg work to get governmental OK's for the

installation. John, Don and Cliff poured footings in the ground for the storage mezzanine to be built along the west wall of the workshop. John also installed a cleat along the wall to support one side of the mezzanine.

The contracted completion date for the new carbarn, October 17, came and went. By November 10, the contractor was installing panels on the sliding doors and west barn face. The following week, a man door and the electrical service to the space heaters and the A.C./D.C. rectifier were set. By November 30, the 600 volt overhead was installed inside the barn, and on December 3, subcontractor Widmer Construction hung the mainline trolley wire with help and advice from MTM'er **Scott Heiderich**. It was tensioned and the yard overhead installed during the week of December 5. As this is written, some pulloffs remain to be installed.

On November 7, the contractor allowed MTM forces to roll a pair of Melbourne interurban motor trucks and Valley Fair gas car #1 into the new building. **Dave Irely** presided in the cab of MTM's lately acquired tow truck. **Fraser Morse, Doug Hultgren, Tom Ambrose, Bill Graham, Lori and Daryl Hammond** assisted. From the Morse Avenue crossing to the new carbarn, the track descends on a 1.3 percent grade with two tight curves at the bottom. It took creativity, a stout chain and sacrificial two by fours to control the roll of the Melbourne trucks on the descent.

With the contractor's permission, more inventory from the Clark Oil building was moved to the new carbarn. **Dave Irely** used his trailer to haul work benches, power tools, light fixtures and woodwork pieces for #1239 into the new barn. On November 24, Dale Movers hauled #1239 out of the Jackson Street garage, loaded it on a flatbed and moved it to the new Excelsior carbarn. **Jim Vaitkunas, Eric Hopp, Cliff Brandhorst, Lori Hammond, Fraser Morse, Doug Hultgren** and **Bill Graham** helped ready the car and unload it in Excelsior. Whoops of joy were heard from **Bob Dumas** who had been holding his breath for months in anticipation of this day. Bob promptly began surveying #1239 and laying plans for restoration work he will direct over this winter. Many warm and congenial work sessions will be held Wednesday nights and Saturdays at the new carbarn. Volunteers are welcome and encouraged.

**The propulsion crew meets weekly to keep the Minnehaha in top operating condition. Left to right are Jim Hewitt, Leo Eiden, Bob Tollefson, Virgil Behounek and Pete Weir. Leo Meloche photo.**







On October 18th, Minnehaha leaves the lake to return to the boat building.  
Bill Graham photos.

Railroad Division superintendent **Dave Ahlgren** helped with arrangements to begin sandblasting the underframe of #1239. On December 1, **Cliff Brandhorst**, **Scott Heiderich** and **Paul Dalleska** loaded MTM's diesel air compressor, the sandblasting vessel and hoses onto our flatbed truck, and Scott drove it to Excelsior. Sterling Supply Company of northeast Minneapolis donated blasting sand. By noon on December 4, the blasting had begun on the underframe of 1239's front platform. More will be done this winter depending on weather. The immediate goal is to repair the front end of the underframe, so front end re-framing can begin.

#1239 will be MTM's first experience making extensive repairs on the underframe of a Twin Cities standard car. It appears that one or more of the knee braces which support the platforms must be replaced, and the new piece either riveted or welded in place. Corrosion has holed through the front end sill, and worse damage is expected when the rear sill is cleaned. We need help with fabricating replacement frame members and with fastening them in place. Volunteers with knowledge of this subject are asked to call **Bill Graham** evenings at 935-7515.

A joint steamboat/traction committee decided to dispose of the #1809 carbody which has served as the Excelsior ticket office. The City of Excelsior does not want the car kept outdoors. It suffered a broken back while being crane-lifted, and the woodwork and posts show extensive dry rot. It was not a candidate for restoration as a museum piece. Dale Movers pulled the CTA trucks on which it rested, placing them inside the Excelsior carbarn. Cliff and Lori stripped the carbody of usable hardware and woodwork. The body will be scrapped next Spring.

The ISTEAG grant paid for about 80 percent of the Excelsior carbarn and track installation. Without it, the project might well have taken longer to complete. Due to federal regulations, any departure from the original plans causes lengthy delays, cost increases and confusion. Fortunately, contract manager **Dave Feltl** and his staff at the Hennepin County Regional Railroad Authority interceded with state and federal grant administrators on MTM's behalf. Without their help, the project would have dragged on longer.





The body of streetcar #1239 has finally been moved out of Jackson Street Roundhouse and into the new Excelsior carbarn. Top: Easing through the door at Jackson Street. Middle: Arriving at the carbarn. Bottom: Riding on temporary trucks. Jim Vaitkunas photos.

## DRAFT PLAN FOR RESTORATION OF #1239

- Bill Graham

### 1. General.

Built during February - April, 1907, at the 31st Street Shops in Minneapolis, this H-6 series car (1221-1290) was equipped for city service. It had two pair of wire gates at the rear platform, and a motorman's access door at the front. It retained this configuration until 1935 when it was rebuilt with double folding doors at front and rear platforms for either one- or two-man operation. It carried classification marker brackets on the front needed for operation on the single track Randolph-Hazel Park-Mahtomedi line. This suggests that it was based at the Duluth Street Station on St. Paul's east side for at least part of its life. The 1239 was retired from service in 1953 and stripped of all hardware. The body was moved to a location near Rush City and set on a cinder block foundation and protected by a false roof as a vacation home. The Museum acquired the body in 1990.

### *General Specifications.*

Restore to original 1907 appearance, floor plan and mechanical equipment. Conserve original materials to the maximum extent practical. Replace with like materials and workmanship when original unuseable or unsafe. Retain archival samples of colors, moldings and artifacts as a permanent record. Document all restoration and alteration with photos and paper records.

### 2. Roof.

Roof work will include repairing the roof structure, clerestory, canvas installation, roof-mounted electrical and other equipment, and replacement of moldings and the letterboards above the windows.

### *Specifications.*

Remove all canvas, nails, moldings, trolley boards, bolts and fastenings. Inspect and repair/replace broken or missing material. Strip paint from clerestory using heat guy and





chemical stripper. Assure that clerestory windows are well bedded and that quarter round beadings are tight. Rebuild clerestory and destination sign window sash as needed. Douse entire roof and clerestory with mold-inhibitor and waterproofing compound. Install new hardwood letter board around entire car. Install smoke stack jacket, destination sign rolls and windows, whistle pipe rosette. Stretch No. 4 cotton duck canvas (double-stitched seams) over upper and lower roofs; wet to shrink. Fasten with copper 3/4" tacks; reinstall moldings. Apply 4-5 coats latex deck paint in 'tile red' same as Minnehaha upper deck. Install main power lead to front end, trolley boards and base, hand holds.

### 3. Posts and Sidewalls.

This task includes stripping, inspecting, repairing and/or replacing all posts and beltrails; removing wainscoating and inner planking to inspect/repair/paint the outer sidewalls; installing motorman's door; installing new wainscoating and exterior painting.

#### *Specifications.*

Carefully strip off old paint from window posts, beltrail, under side of top plate using heat gun. Plug/fill all holes in sides and faces of posts, sand and prepare for paint. Remove wainscoating and inner planks to reveal steel side sill. Inspect/repair/replace broken or rotten posts and bottom stringer. Needle-scale or sandblast outer side sill; repair as necessary; paint primer plus 2 coats gloss black. Douse all wooden parts with mold inhibitor, water proofer and paint 2 coats on all hidden surfaces. Re-assemble outer sidewall using new poplar wainscoating nailed to inner planks. Clean/paint/reinstall half-round detailing along belt rails. Fill, prime, paint 2 finish coats on all surfaces. Oxide red on sides of posts; standard yellow outside. Rebuild/refinish motorman's door and mount in front cab.

### 4. Underframe and Flooring

Includes sand-blasting the entire underframe; removing all piping and wiring; inspecting/repairing/replacing unserviceable steel framing members; designing and installing rear step well; rebuilding front and rear platform underframes; and installing new flooring. Flooring work should coordinate with

installation of new piping and wiring systems under the floor. (Notes: As-built, 1239 had double rear gates. MTM owns a set of what may be triple gate. These dated from the early 1920's, and never were installed on car 1239. We should decide whether to use the triple gates or fabricate the historically correct ones.

#### *Specifications.*

Sandblast the underframe; immediately apply rust-inhibiting primer to all areas in OK condition. Consult with structural engineer as to strength/adequacy of steel underframe. Replace unserviceable/missing framing under front and rear platforms, end sills. Consider riveting versus welding in new frame members. Obtain/install center plates compatible with car 265 motor trucks. Fabricate/install rear step well. (see above note) Apply primer plus two coats gloss black enamel to underframe.

Install sub-flooring using 3/4" fir shiplap installed diagonally or 3/4" exterior plywood. Douse with mold-inhibitor and waterproofer, one coat primer and two coats gloss black both sides. Install 5/8" Homosote fiberboard between sub and finish flooring. Install 3/4 x 2 -1/4" oak tongue and groove flooring toenailed into subflooring. Finish flooring should run longitudinally in compartment and on platforms.

### 5. Mechanical Systems.

This task includes provision of trucks, electric power systems, lighting/signal circuits, air-brakes, cab controls, piping, wiring, rear gates, fender, gong/whistles, battery lights and signal systems. #1239 originally carried an oil tail light and brackets at the rear for a mail drop box. The original headlight may either have been incandescent or carbon arc.

#### *Specifications.*

Inspect, repair, install CP27 air compressor, two air brake valves, transfer valve. Purchase and install two air reservoirs and air pump governor. Re-condition existing air cylinder. Fabricate missing brake levers, rods, parking brake rigging. Install high pressure (70 psi) air piping and valving for front and rear brake valves.

Obtain main contactor, fuse box, main switch, resistance grids, cabling and small hardware. Install brackets on

underframe for grids and compressor. Recondition and install GE-27 controller (donated by **Bill Olsen**). Install back-up controls. Fabricate/install rear gates and opening mechanism connected to front cab.

Install interior lighting circuits above windows, platform lighting, headlight. Install signal bell circuits and battery box. Install battery-powered back-up light. Investigate replacing coil springs in 265's trucks. Set car on trucks; connect electrical leads; brake pull rods; adjust brakes.

### 6. Rebuild interior.

The purpose is to recreate the original interior appearance and function of 1239 as closely as possible. The work will include re-fabricating front and rear bulkheads with sliding doors; repairing and re-finishing all interior woodwork; locating and installing appropriate brasswork, insignia, signage and equipment; finishing the floor; fabricating and installing hot water heating system; repairing and installing seating; repairing and installing all necessary cab equipment. Colors and finishes should match Minnehaha.

#### *Specifications.* (See p. 270-271, ERM)

Disassemble rear bulkhead; modify to accept double sliding doors; Disassemble front bulkhead; modify to narrow passageway, install single sliding door, re-assemble. Strip/repair/refinish post facings, window guides and sills, bulkhead woodwork. Refinish using red mahogany stain, anilin red dye, 6 coats satin urethane varnish; hand-rub finish. Sand/fill/prime/paint floor using latex deck paint. Obtain from Houghton County Historical Museum 1 Baker car heater; install in front cab. Install twin hot water pipes around compartment for perimeter. Find/install facsimile of hot water surge tank, gauge and water glass in front cab. Clean, repair, install cross seating forward 7 windows. Install strap hanger rods; purchase new leather straps. Create period car card advertising appropriate to local businesses of 1906-1915 period. Provide for detailing: white gold leaf stripe and numerals with black outlines.

...and voila! a pretty, civilized, genteel trolley car is born!



## THE SAGA OF THE "FLYING OUTHOUSE"

-George J. Sennhauser  
Photos author's collection

The mystery Northern Pump Company locomotive shown in the photo on page 27 of the Summer 1998 Minnegazette is a gas electric Mack known to many Twin City railfans as the "Flying Outhouse". Mack Trucks, Inc. built it at their Plainfield, NJ plant and sold it to the Fegles Construction Company of Minneapolis on May 26, 1931. It weighs 15 tons and was powered by a single Mack Model 1-AC 85 horsepower engine. At 3 mph it exerted 4300 pounds of tractive effort and could pull a 670 ton load. It was equipped with throttle and air brake controls on both sides of the cab.

It was subsequently operated by several owners, including Northern Pump. In April 1973, it was donated to the Lake Superior Museum of Transportation & Industry by the Hyman-Michaels Company of Duluth.

On May 1st, while employed as Railroad Superintendent by Reserve Mining Company, I received a conference call from Don Shank and Frank King of

**The Mack as it was found in the Hyman-Michaels scrapyards in Duluth in May 1973. Frank King photo.**

the DM&IR advising of the museum's gift and inquiring if Reserve would be willing to tune up the Mack so that it would be able to switch the exhibits around the depot. By the end of the conversation it was my understanding that a few hours of sheet metal work and a coat of paint would do the job.

Prudence dictated an on-site inspection before making a binding commitment. On May 11th Jack Hellerstadt, Railroad Maintenance General Superintendent, and I visited Hyman-Michaels. Our worst suspicions were confirmed when John Mullauer the sales manager insisted that we have a drink and lunch before beginning the inspection. In general, the locomotive looked terrible. The engine was not promising and one hood had been cornered causing sheet metal damage and severely bending the cab wall.



We concluded that with a little luck it would be restorable and presented the project to Reserve's corporate management for approval. They were agreeable, requesting that costs be controlled and insisting there be no publicity concerning the project, fearing that it might be construed as an effort to curry favor in the on-going tailings controversy.

The "Flying Outhouse" was delivered by truck to Reserve's Babbitt railroad shop on June 5. As received it was not operable for a number of reasons. Aside from cosmetics, the main challenges were the Mack engine, air brakes and obtaining electrical diagrams and specifications.



Engine repairs had been previously attempted, then abandoned with the cylinder head removed and the hood off. The cylinder walls were severely corroded and lacked sufficient wall thickness for reboring. A number of repair procedures were considered and rejected. Reserve's Gas Shop personnel and several independent engine rebuilders strongly recommended a replacement engine. General Diesel of Hibbing built up a General Motors 471 diesel engine and set it up to replicate the Mack's speed and torque characteristics. From a size standpoint the engine afforded an almost drop-in installation.

Bob Renz and General Electric came through in fine fashion, supplying manuals, history, wiring diagrams and, in the case of the main generator, new string banding.

Walt Wagner, the Westinghouse Air Brake representative, was extremely helpful on the brake system. He was able to furnish pamphlets, drawings and an unbelievable supply of long out of date and obsolete replacement parts with one exception, the gasket sets for the M-24-C brake valve. After several months of

unsuccessful searching, he attended a meeting where all the WABCO representatives were present, and he asked the group to canvas their current and former customers for the gaskets.

About ten days later I received an envelope bearing a Denver Tramways return address and containing one gasket set. A week later another envelope arrived from San Francisco Municipal Railways with one more gasket set. Several months later a Capitol Transit envelope came with two more sets. It became clear that this brake valve was not unknown in the transit industry. Today we would call this "networking". Then it was just the way the industry operated.

As received the Mack did not have a bell. Photos of other Macks showed a 3/4 size bell and bracket located on the cab roof. Bells of this size were hard to find and when a full size bell was fitted in several locations it simply overwhelmed the locomotive. A "Pennsy Bell", a half size replica that was regularly advertised in Trains Magazine, was purchased and installed on the hood with the attaching nuts and

bolts welded together to prevent theft.

The restoration itself did not present any major problems. During this period Reserve operated a maintenance facility that was able to handle everything from wheel turning to reinsulating traction motors. What did present problems were the restrictions on publicity. A number of requests for information and photos were received from both fans and magazines. These probably could have been handled better. The real problem was that we could not publicize our needs for information. This handicapped a vital input and certainly lengthened the process. It seemed that more man hours were spent seeking accurate information than on the physical restoration.

The restoration was completed in October 1974. Rail delivery of the Mack to the museum under power and on its own wheels took place on the 24th via Reserve Mining and DM&IR. The bell was stolen that night.

Today, December 4, 1998, the "Flying Outhouse" is still serving as switcher at the renamed Lake Superior Railroad Museum.

Left and below: The finished product in 1974, at Reserve's Babbitt shops. MTM has just acquired one of the sisters to caboose #19.





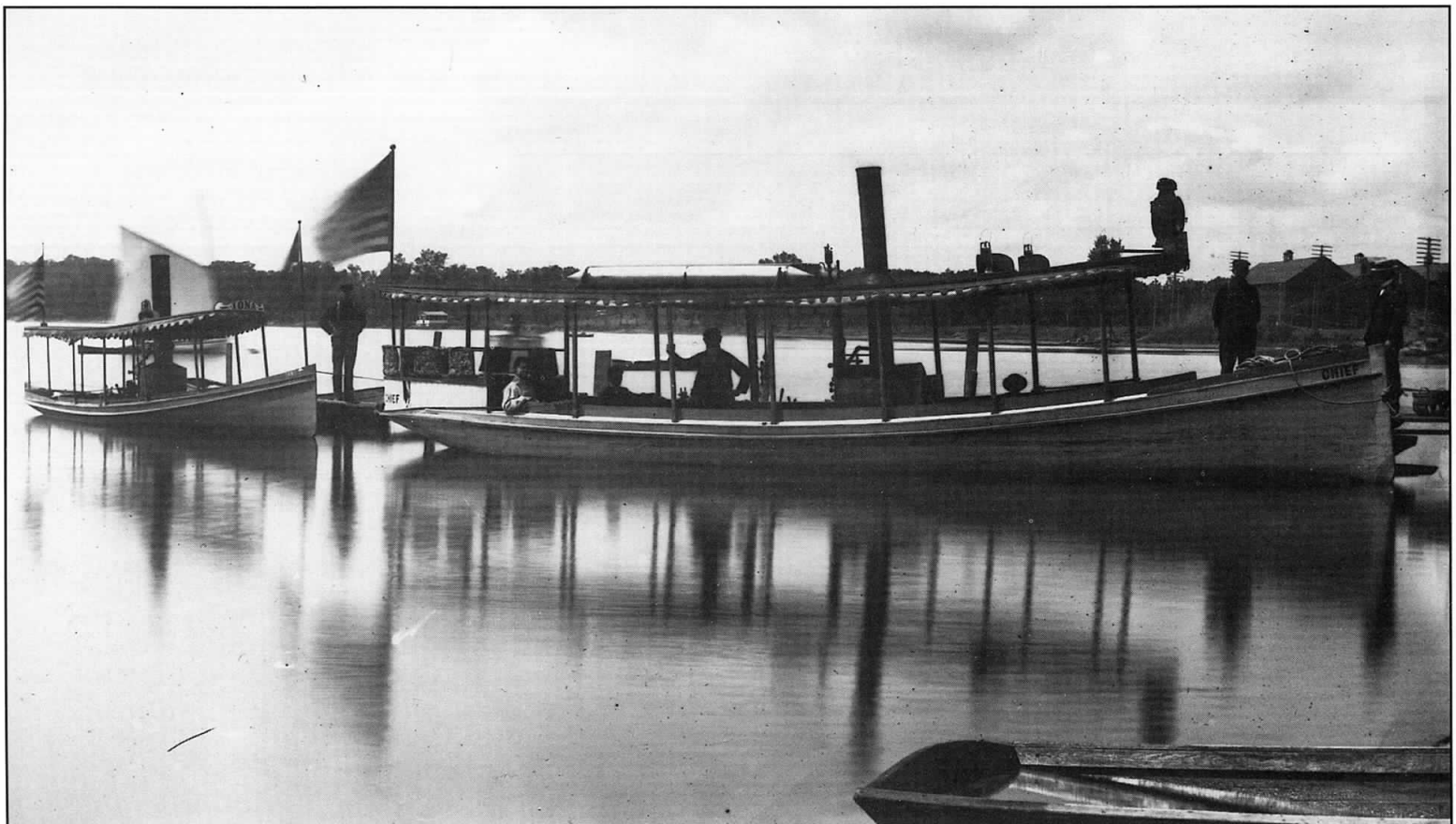
## KENWOOD BY WALLOF

Since 1998 has witnessed the reopening of the old Minneapolis & St. Louis line up the east shore of Cedar Lake in Minneapolis, it seems appropriate to take a look at that place in its earlier days. Luckily, we can draw on perhaps the best photographic record ever made of a single Minneapolis neighborhood. The photographer was William G. Wallof. He lived at 2200 Sheridan Avenue South in Kenwood from the late 1880's to 1905. At that time Kenwood was new, the very model of a genteel victorian suburb.

Because it now runs along the north side of Cedar Lake, most people don't realize that the predecessors of the Great Northern built the first railroad through Kenwood. The original line to Willmar, laid down by the St. Paul & Pacific in 1867, followed the east shore of Cedar Lake, turned west to parallel the lake's south shore, and then northwest into St. Louis Park and on to

**The view from the back window of Wallof's home at 2200 Sheridan Avenue South looked out over the M&StL yard and Cedar Lake. That's the boating club in the distance. All photos Minneapolis Public Library collection**

**The steamboats Chief and Iona docked at the northeast shore of Lake Calhoun during the 1890's.**



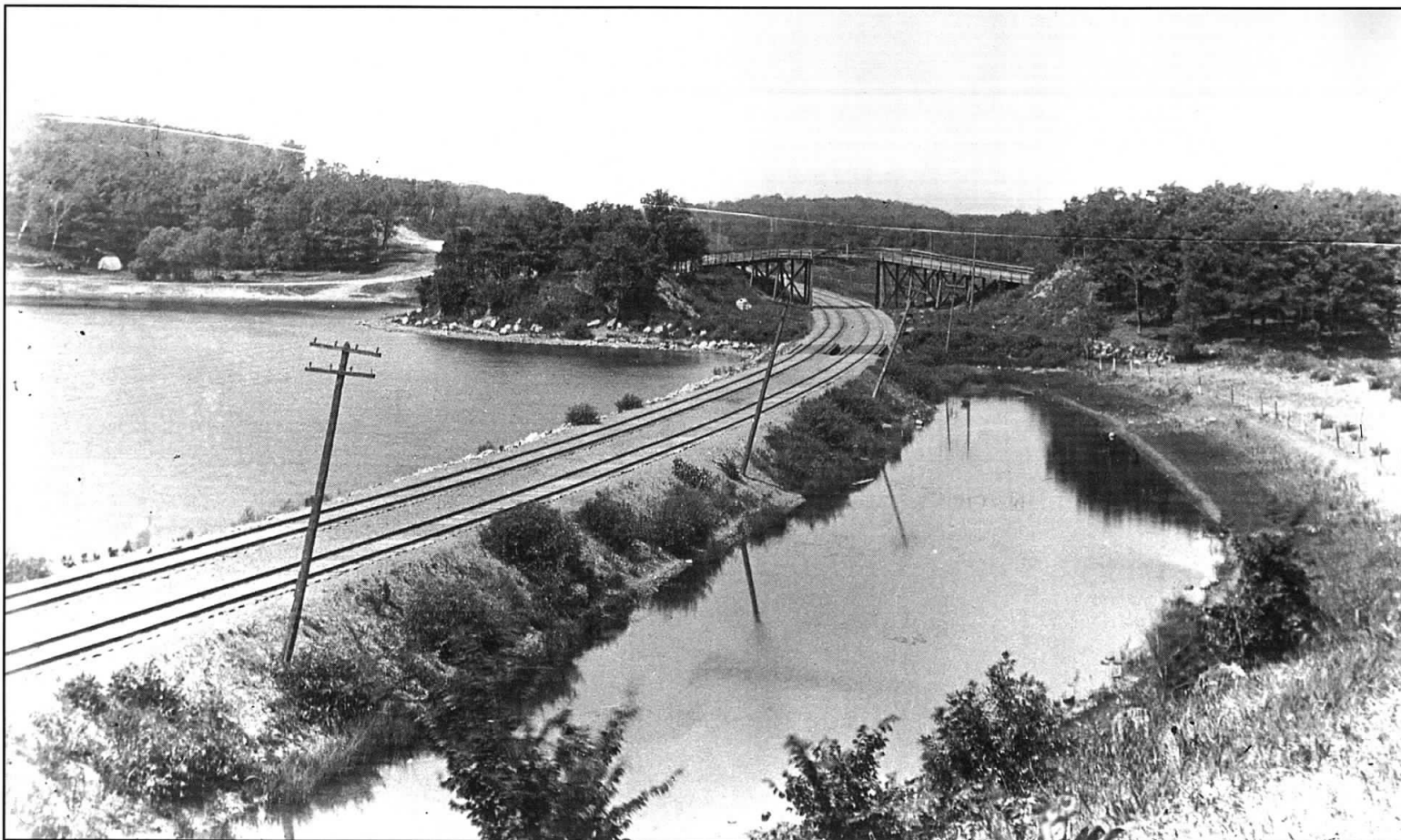




**Above: Looking southwest from the roof of the Kenwood Hotel at 21st Street. It's about 1896 and the Kenwood depot is being used as a residence.**

**Below: Harvesting ice in the 1890's. This is a Great Northern operation, using a stub of its original mainline track along the east shore of Cedar Lake. A large ice house was located next door. The Kenwood hotel is visible behind the boxcar.**





**The Great Northern sweeps along the north shore of Cedar Lake in 1889.**

**Top: The camera is looking west from the Bryn Mawr bluff toward Cedar Lake Blvd. Bottom: This is the same track, viewed from the other direction, looking east from Cedar Lake Blvd. The S-curve has since been straightened to follow the base of the bluff at left and the water to the left of the tracks has been filled in as is some to the right of the tracks. Note the ice house in the distance at right.**





Willmar. In 1871 the Minneapolis & St. Louis built alongside the StP&P from downtown Minneapolis and along the east shore of Cedar Lake. At what is now called Cedar Lake Parkway, the two railroads diverged, the M&StL continuing southwest through Hopkins.

Sometime around 1880, the St. Paul, Minneapolis & Manitoba, successor to the StP&P, relocated its line to the north side of Cedar Lake and abandoned its original alignment. Sunset Blvd. and then West 28th Street use the old right of way to about France Avenue. A stub of the line was retained to about 24th Street to access the large ice house on the east shore. The photo showing ice

harvesting appears to be a GN operation. Its tracks were closer to the lake than the M&StL.

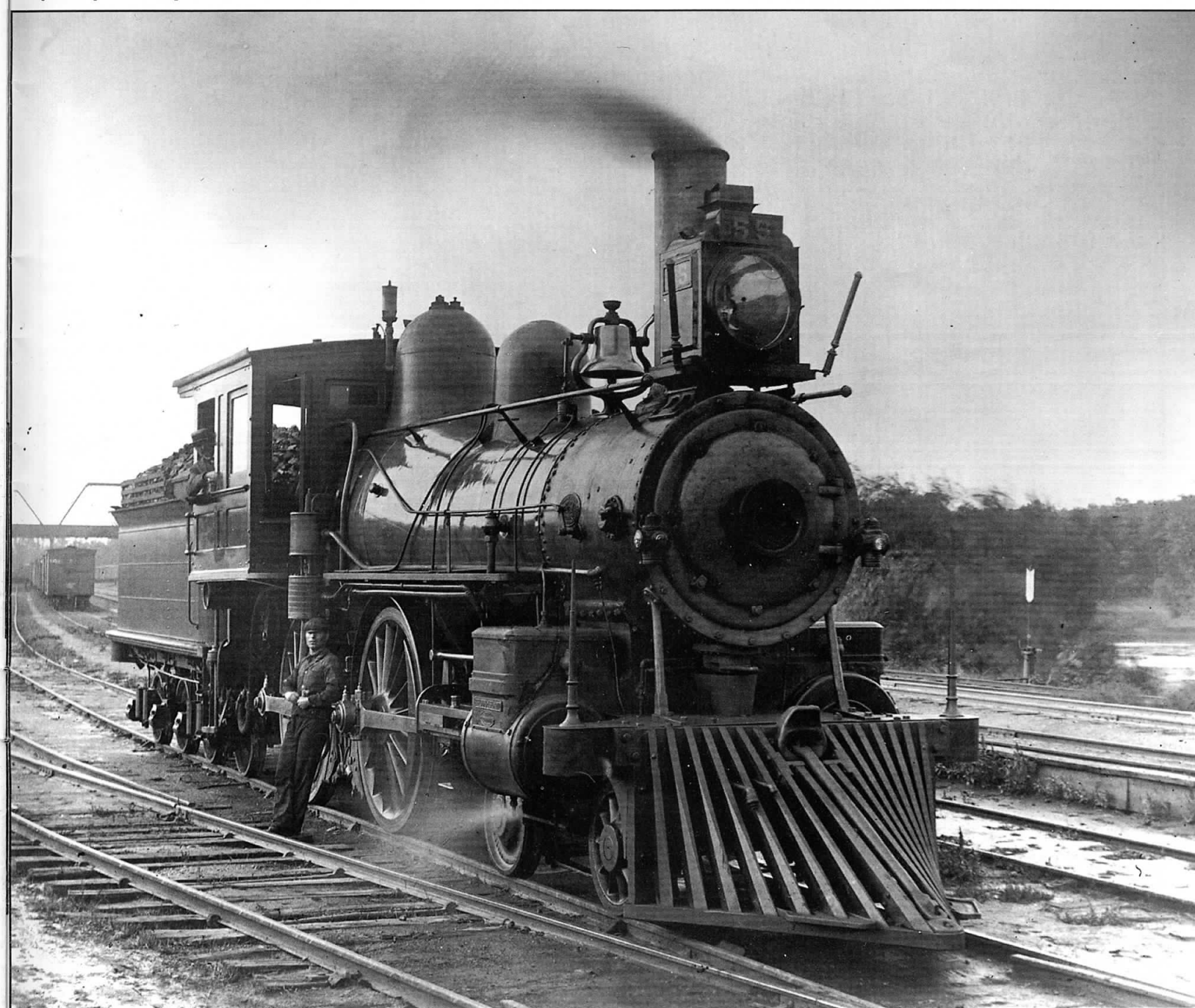
The Kenwood development began around 1880. By 1892 there were about three dozen residences. Like any good railroad suburb, it had its own depot, the turreted M&StL confection located where 21st Street crossed the tracks. This was next to the Kenwood Hotel. The M&StL also operated its Cedar Lake switch yard. The hotel and depot were located almost behind Wallof's house, and show up in several photos. The M&StL had an additional depot on Depot Street, the one block street that still intersects Cedar Lake Parkway by

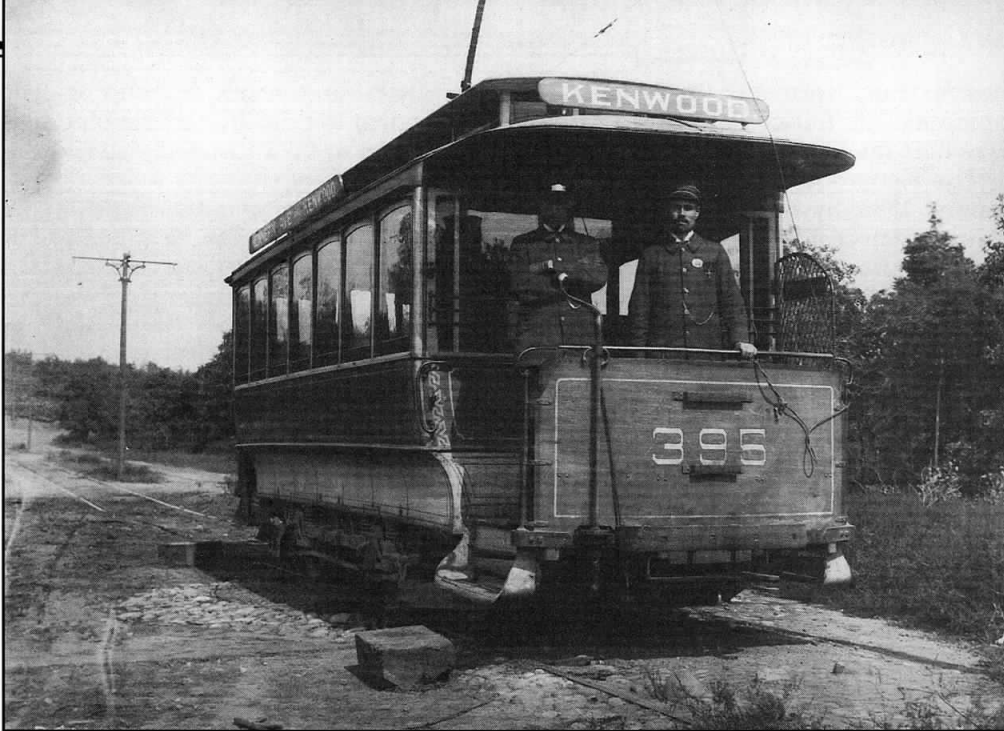
the swimming beach. No photos of it are known to exist, but on the plat map it appears to be a turreted sister to the Kenwood depot.

Wallof photographed the trains in his backyard and the small steamboats Lone and Chief that plied Lake Calhoun. He also took a couple of photos of the single truck Kenwood streetcar at its terminal at 21st & Penn Avenue S. The entire line from Hennepin Avenue had opened in 1892.

Wallof's home at 2200 Sheridan is still there and in fine condition. And from its back windows you can still watch the trains go by.

**A handsome M&StL 4-4-0 steams just south of the Kenwood depot. That's the Burnham Road bridge in the distance. Note the the link and pin coupler, surely about to be removed in favor of a knuckle.**



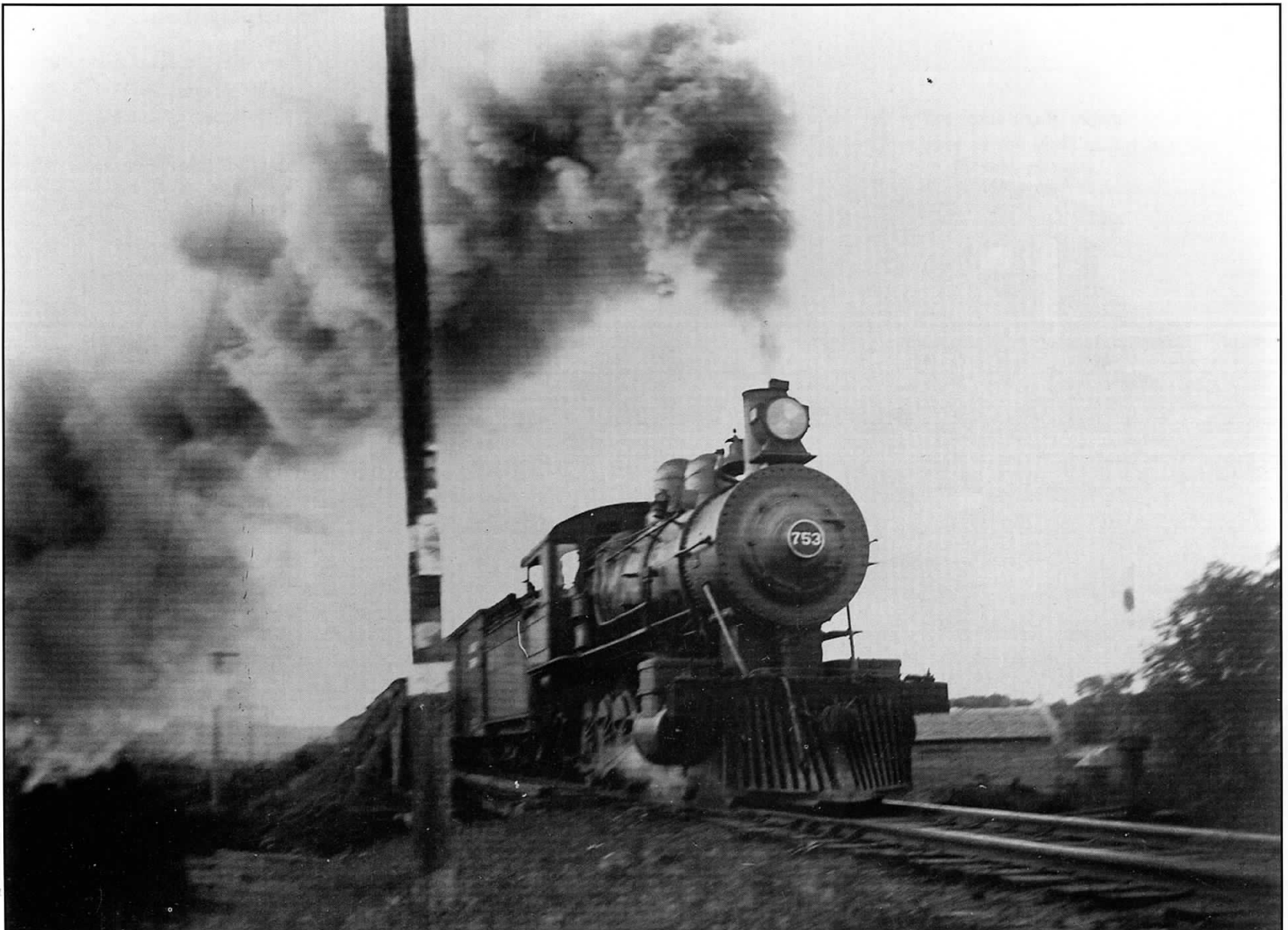


**This is the end of the Kenwood streetcar line at 21st and Penn Avenue South. It opened in 1892. Car #395 was built by LaClede, part of the first order of electric cars. MTM collection.**

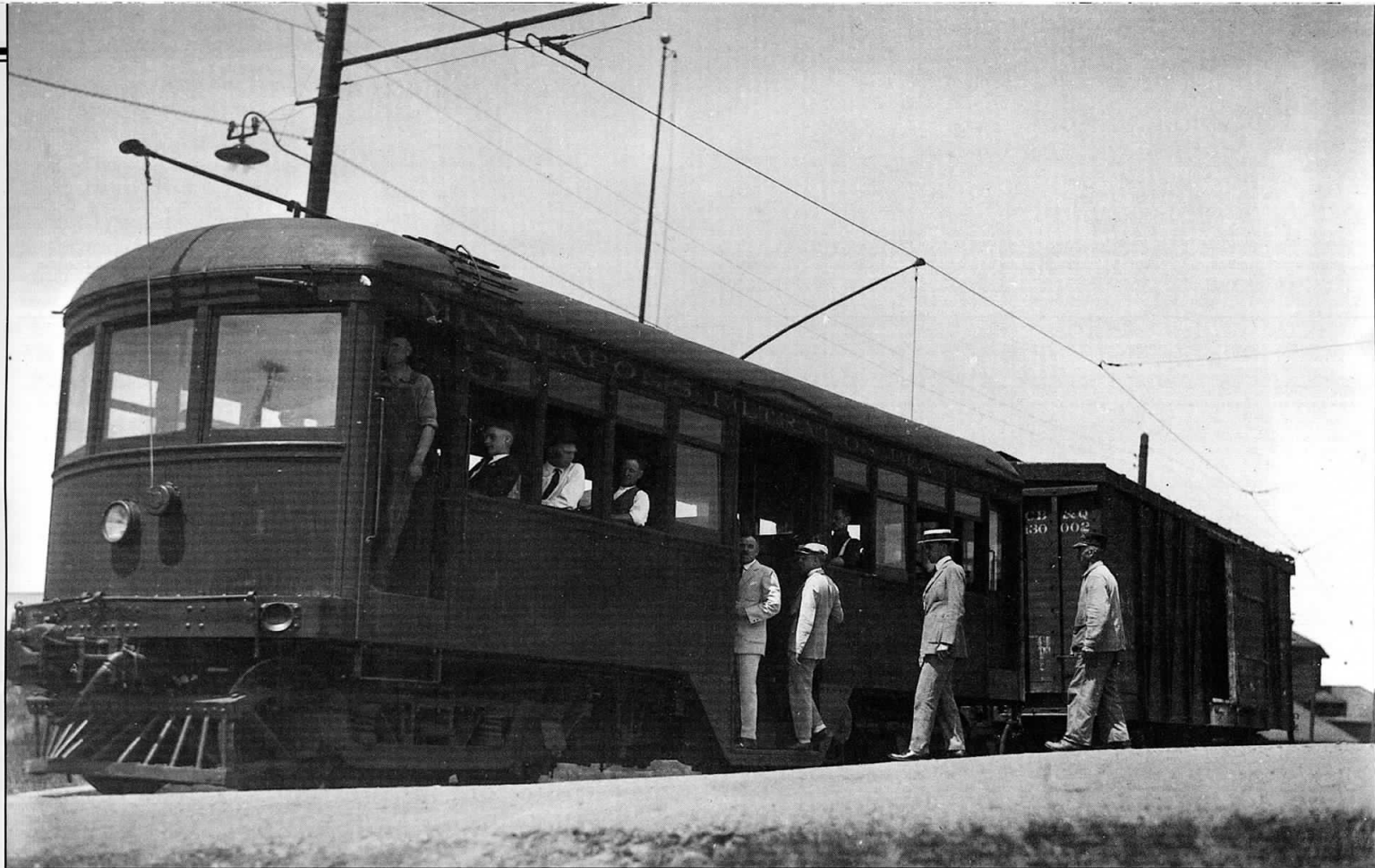
**Great Northern 4-8-0 #753 was big power for its day, one of 50 delivered by Rogers in 1899-1900. The photo location is unknown.**

## THE MINNEAPOLIS FILTRATION PLANT RAILWAY

Perhaps the most unusual railroad in the Twin Cities (not counting the extremely unlikely South St. Paul monorail) was the Minneapolis Filtration Plant Railway. Also called the Municipal Waterworks Railway, it was built by the city in 1917 to serve the new plant located at Reservoir Boulevard and 45th Avenue Northeast in Columbia Heights. Like most reservoirs, it was located at the highest point around. From there, the line descended a continuous grade ranging from two to five percent along the west edge of Reservoir Blvd. In a distance of a little over a mile, it dropped 123 feet to the intersection of Reservoir and Central Avenue. Turning into the northbound lane of Central Avenue, it was a third track in the street next to the two conventionally located tracks of the Central Avenue streetcar line. After about a block, it turned right across the







Sometime early in its career, #1 loads what is probably a group of employees at the plant. Note that the car was lettered and numbered, which wasn't the case in its later years. Also, the trolley poles have shoes. Later they switched to small trolley wheels, probably because of being shopped at Snelling. Minnesota Historical Society collection.

Turning off Central onto the interchange track. The Filtration Plant line had its own third track on the east side of Central. Southbound moves ran against traffic for one block. Meanwhile, the streetcar narrowed down to one track for the Soo grade crossing, standard TCRT practice. This is the very last freight move before abandonment. MTM collection.



streetcar tracks to parallel the Soo Line, which crossed Central Avenue at that point. The Soo interchange track was the end of the line.

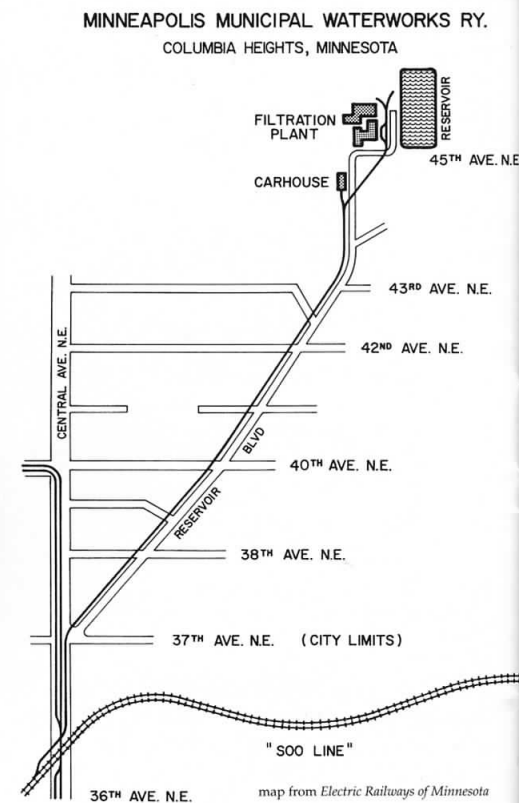
The railroad was built to haul both passengers and freight. It was electrified, purchasing its power from Twin City Rapid Transit. Its one piece of rolling stock was #1, a combined center door passenger car and freight motor. Weighing 43,000 pounds, about the same as a much longer standard Twin City streetcar, it was capable of hauling a single car up the steep grade or several coming down. The plant consumed coal, powdered alum, chlorine, ammonia and sand for its filters. #1 could seat 36 passengers and initially shuttled employees to and from the Central Avenue streetcars. As houses began to appear along the line, a scheduled service for the public was operated. Trips left the plant at 7:30 AM, 8:00, 11:30, 1:45 PM, 3:30, 4:00, 4:45, 5:30 and 6:30 (Sundays only). Departures from Central were 15 minutes later. This schedule varied slightly over the years, but the fare remained a bargain at 3



**These two views illustrate the tree lined, side of the road operation along Reservoir Blvd. The little girl is standing between the main track and the carbarn spur. MTM collection**



**The single track carbarn. Russ Olson photo, MTM collection.**



**Below: Everyone climbs aboard for the last trip on May 18, 1953 at the Filtration Plant. Minneapolis Star-Tribune photo, Star-Tribune collection.**

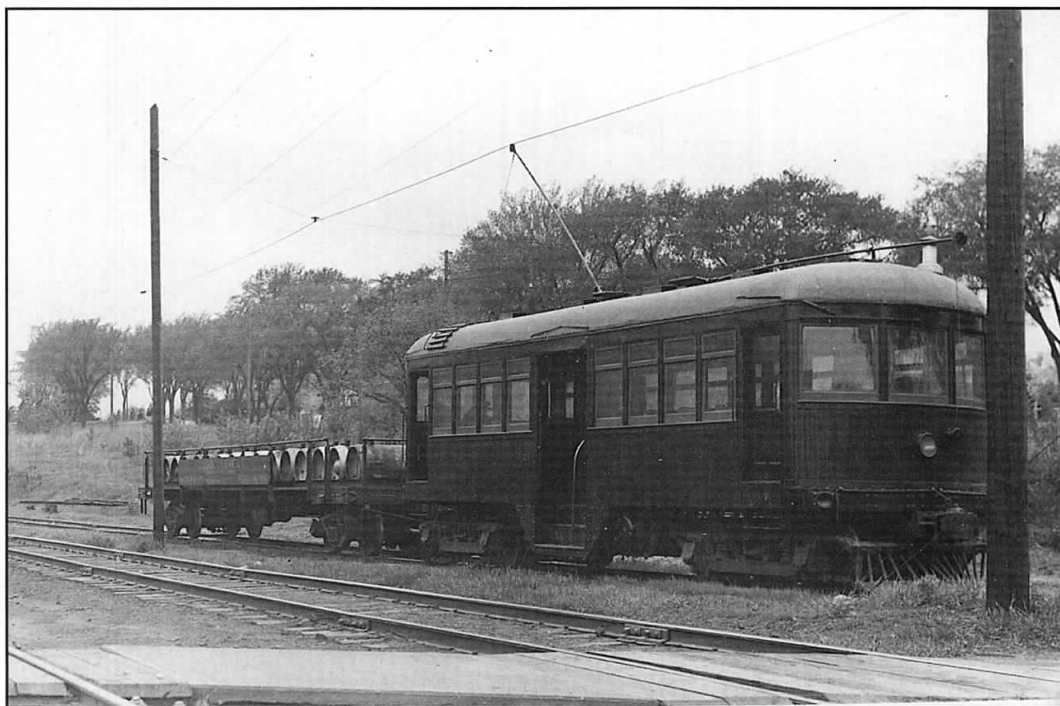




cents. In 1927 the line carried 14,600 employees and 5681 paying passengers. Passenger service lasted until 1948.

When #1 needed heavy maintenance, it would travel to Snelling Shops. This required derailing it at the crossing with the streetcar line, since there was no switch. During these times TCRT would loan one of its handful of double ended shuttle cars and the Soo Line would send a steam engine up to the plant. The line had a single motorman, Myron Handy, from its opening in 1917 until 1952. He didn't miss the end of service by very much. Dependent as it was on TCRT, the Filtration Plant line closed in May 1953, three months after the abandonment of the Central Avenue line. *The facts in this article were taken from Electric Railways of Minnesota, by Russ Olson.*

**Left: Photographer Herman Rinke followed this movement of empty chlorine bottles to the Soo Line interchange on May 17, 1951.**



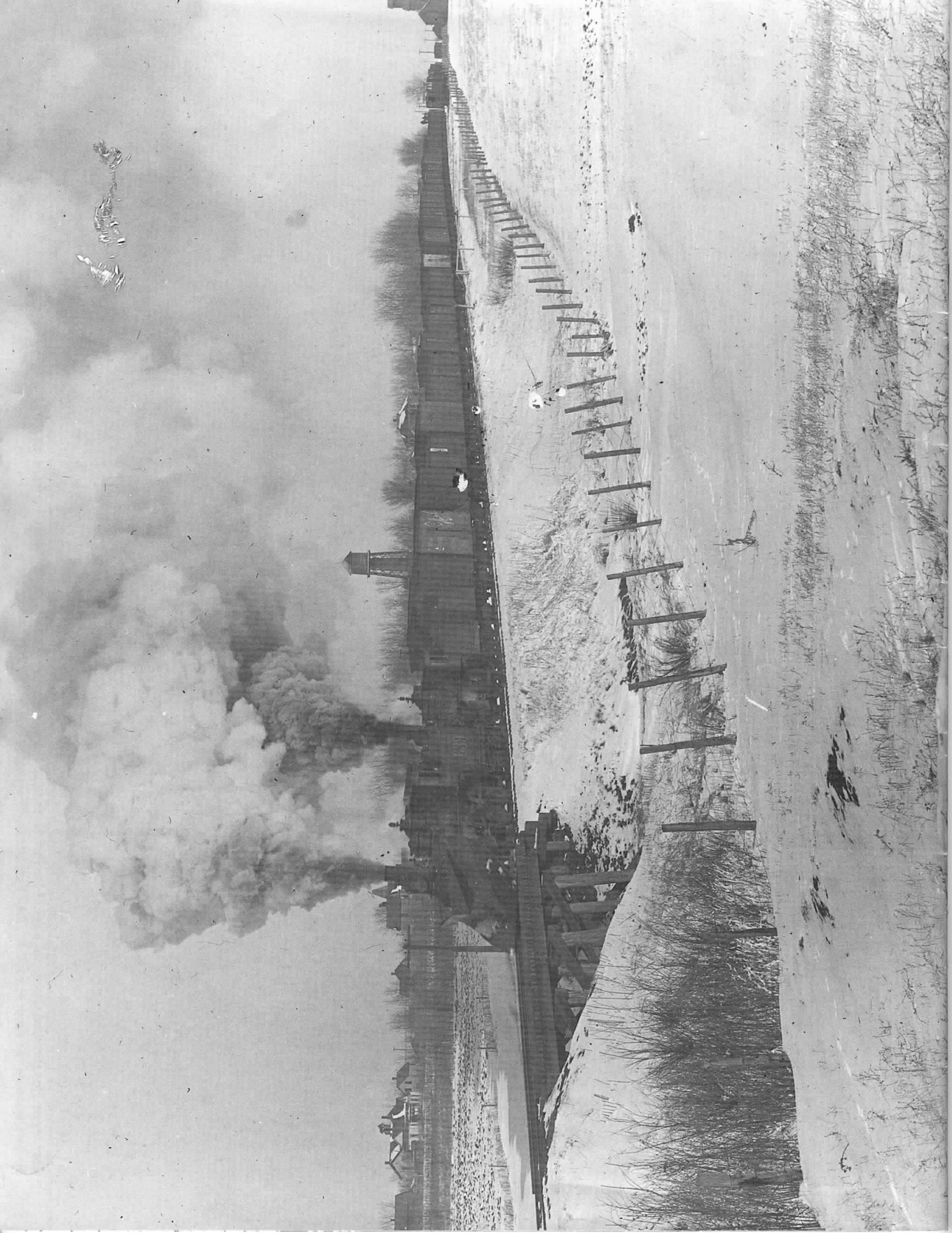


Inside rear cover: The Como-Harriet in winter, February 1953. Looking south from atop the 36th Street bridge, and from just north of the William Berry Road bridge. Note the recent plow wind rows, and the sand scattered on the rails for better adhesion. Both Minnesota Historical Society collection.





Rear cover: This rare and wonderful view of turn of the century winter railroading shows doubleheaded 4-4-0's on the Milwaukee Road passing through Fulda about 1905. Note the brakeman on the caboose roof. Dr. Emil King photo, Minnesota Historical Society collection.







# MINNESOTA STREETCAR MUSEUM

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[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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